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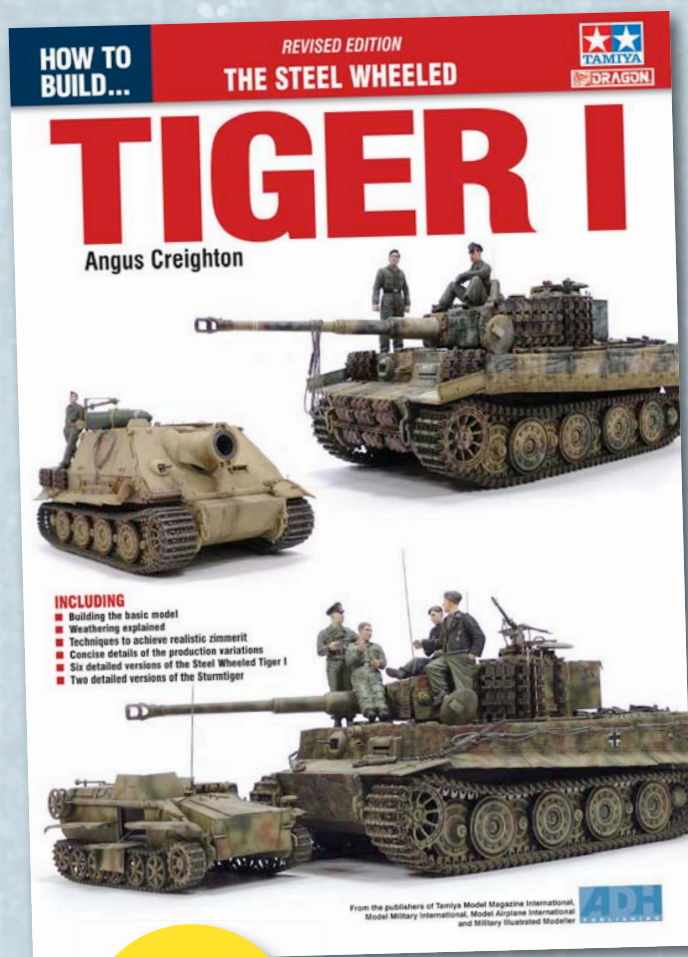
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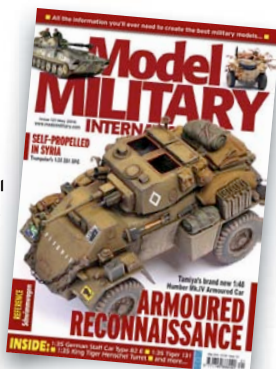
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BACHMANN EUROPE PLC ACQUIRES POCKETBOND AND TOYWAY

Bachmann Europe Plc has announced their acquisition of both the Pocketbond and Toyway brands, together with their respective distributed ranges. This arrangement is effective from the 19th January 2016.

Pocketbond are manufacturers of the Classix range of 1:76 scale die-cast vehicles, Conflux wargaming products, Emhar plastic construction kits and figures, Nautix radio controlled ships, Scenix 1:76 scale buildings primarily for model railway use; and the Timpo Soft Touch range of animals, dinosaurs and seafife subjects.

Pocketbond also distributes a large range of model and hobby related products including plastic construction kits, figures, tools and accessories.

Toyway produces a range of vehicles, animals, figures, gliders, science sets, die-cast aircraft and wooden toys.

Bachmann's David Haarhaus said "the acquisition of Pocketbond and Toyway by Bachmann Europe Plc enables us to build on the success that both companies have enjoyed over the last three decades. It is clear that all brands within this comprehensive portfolio of model and hobby products will benefit our established markets and complement our core product base in the model railway, die-cast vehicles and model soldier sectors".

Bachmann Europe Plc confirm that Neil Fraser will be joining the company. Neil was part of the management team that worked with the late Philip Brook to establish quality products from several manufacturers including Trumpeter, AFV Club and Pegasus in the UK market.

The Pocketbond and Toyway ranges will be distributed from Bachmann's existing facilities and stock is currently being transferred from the company's previous site in Welwyn Garden City.

Thanks to Bachmann Europe Plc for the information.

IBG NEW RELEASES

IBG has announced a number of new releases in 1:72 and 1:35 scales:

- 1:72:**
- Stridsvagn M/38 Swedish light tank
 - Stridsvagn M/39 Swedish light tank
 - Stridsvagn M/40 K Swedish light tank
 - TYPE89 Japanese Medium tank KOU-gasoline Early
 - TYPE89 Japanese Medium tank KOU-gasoline Late-production
- 1:35:**
- Chevrolet C30A General service (steel body)

Next releases (beginning of March):

- 35037 - 1:35 - Chevrolet C15A Personnel lorry
- 70003 - 1:700 - ORP Krakowiak 1944 Hunt II class
- 70004 - 1:700 - HMS Badsworth 1941 Hunt II class



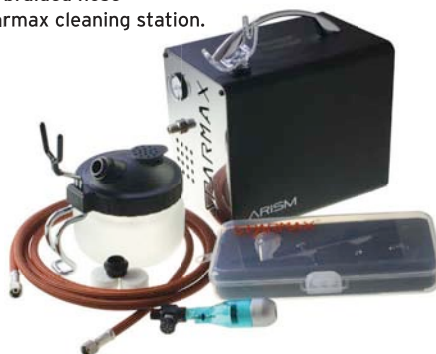
There is also now a downloadable version of the IBG catalogue at www.ibgmodels.com/2016_IBG_cat.pdf
More details and surprises coming soon!

Thanks to IBG Models for the information and images www.ibgmodels.com

ARSIM COMPRESSOR AND AIRBRUSH PACKAGES

The Airbrush Company has announced that the ARISM range of compressors is now available as kits. The kits include:

- An ARISM or ARISM MINI compressor
- Sparmax MAX-4 airbrush (with 2 year warranty)
- 2m braided hose
- Sparmax cleaning station.



Sparmax Arism Compressor Kit:
https://airbrushes.com/product_info.php?products_id=22153
SRP £180 inc VAT.



Sparmax Arism Mini Compressor Kit:
https://airbrushes.com/product_info.php?products_id=22153
SRP £150 inc VAT.

Thanks to The Airbrush Company Limited for the information and images www.airbrushes.com



GREATER SYDNEY SCALE MODEL EXPO

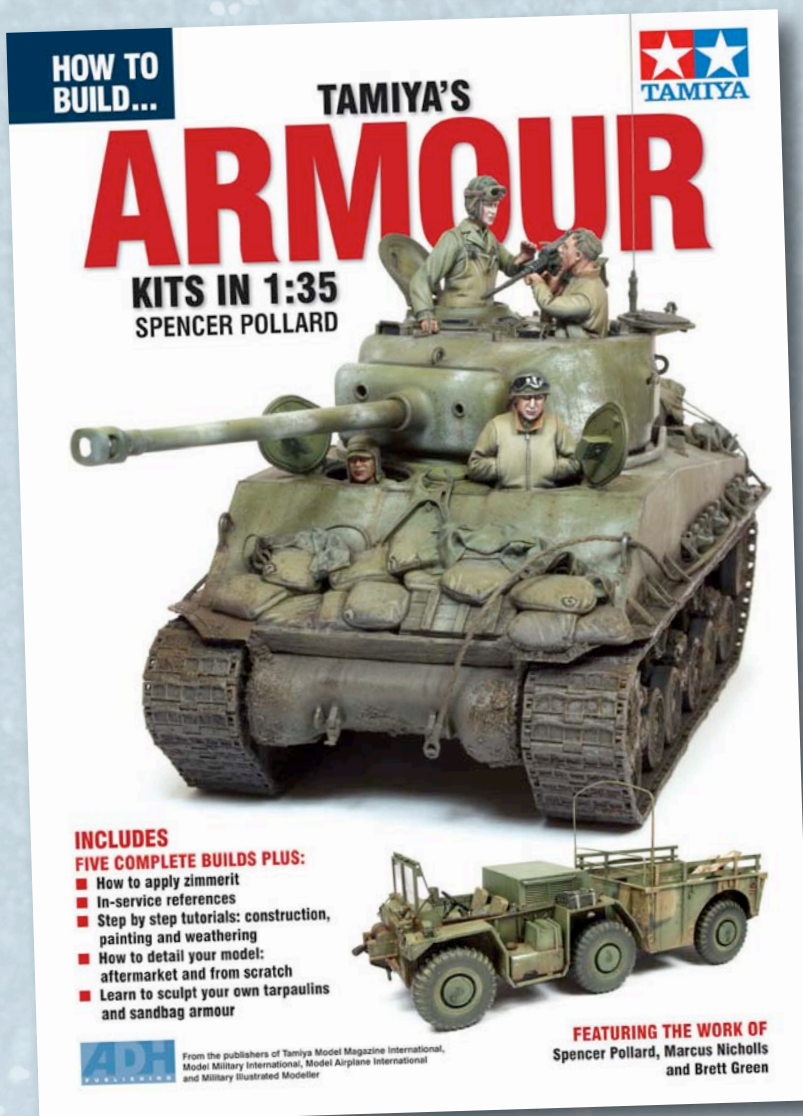
The inaugural Greater Sydney Scale Model Expo will be held on Saturday April 2 and Sunday April 3 2016 at Bowman Hall, Blacktown Council Chambers, 62 Flushcombe Rd, Blacktown.

The show will feature:

- Model kits and kit vendors
- Prizes for the best models in category
- 3D printing displays and sales
- "Make and Take" stall for the kids
- IPMS Members' stand
- There will also be a swap and sell table open to the public, and hundreds of scale models on display.

Please direct any enquiries by telephone to Renato Cantalupo on +61 425 227 818 or Greg Taylor on +61 427 935 135

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HOW TO BUILD... TAMIYA'S ARMOUR KITS IN 1:35

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Within its 84 pages you will find five features that take you through the construction and painting of the 'Easy Eight' Sherman, Nashorn, Elefant, Gama Goat and Tiran 5, all expertly put together by our renowned team of authors, Spencer Pollard, Brett Green and Marcus Nicholls, who have created one of the finest collections of modelling features ever published, on this famous range of kits.

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The initial attempt to create an amphibious Volkswagen was the "Schwimmkubel" based on the Typ 82 Kubelwagen. Though it had a similar shape to the Kubelwagen, the body was completely new and had no doors for entry, but this vehicle did have 4-wheel drive.

Volkswagen Typ 166 Schwimmwagen

Bruce Culver describes the genesis, development and deployment of the amphibious Schwimmwagen.

The genesis of the amphibious car that would become known as the Volkswagen Typ 166 Schwimmwagen was a simple sketch of a small saloon automobile drawn by Adolf Hitler in a restaurant in 1932. With that sketch, Hitler started a campaign to produce a "people's car" suitable for the common man and his family in Germany. At the time there were a number of small cars being designed and even produced to meet the need for a simpler cheaper car as the effects of the 1930s depression made expensive automobiles unaffordable for most people.

MILITARISING THE PEOPLE'S CAR

Hitler's determination to build his "people's car" led to the most-produced car in the world - the Volkswagen Käfer (Beetle). By 1938, the Typ 60 Beetle saloon had reached its production configuration, and shortly after, Ferdinand Porsche, who had designed the new Volkswagen, was asked to produce a militarized version for the German army. In just two months, Porsche's factory came up with the Typ 62, an open-

top vehicle based on the Typ 60 Beetle. It had no doors, only cloth side curtains, and large 508mm (20") wheels to provide better ground clearance for military use. Though it showed promise as a proof-of-concept, it was not satisfactory and in 1938, a new design appeared that would shortly become the Typ 82 Kübelwagen. This was the vehicle that became the most numerous light transport in the German Wehrmacht, replacing a number of other light specialized military cars, and over 55,000 were built during the course of WW2.

In 1940, before the Typ 82 Kübelwagen had entered general army service, a group from the Waffen SS approached Ferdinand Porsche's son Ferry with a proposal to build a special version of the Volkswagen for the SS, with even better cross-country performance and having amphibious capabilities suitable for combat officers and as a scout vehicle. During development of the military Käfer and the Kübelwagen, engineers found it was very easy to build a four-wheel drive on the Volkswagen chassis by adding a

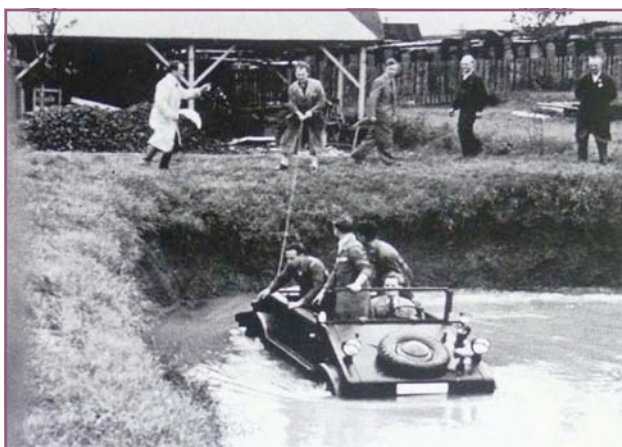
power take-off to the front of the transmission with a drive shaft to power the front wheels. Both front and rear wheels had locking differentials like the Kübelwagen.

The light weight, hub reduction gears and limited-slip differential used in the Kübelwagen gave the car the needed cross-country performance without the expense and weight of the four-wheel drive system. The new project for the Waffen SS though was an ideal

candidate for the all-wheel drive design, and the chassis of the Typ 87 Kommandeurwagen, a four-wheel drive derivative of the Typ 60 Käfer, was selected to form the basis for the new amphibious design. This chassis also had the raised ground clearance from using the hub reduction gears, which provided commonality in spare parts, often lacking in Germany's somewhat chaotic vehicle procurement system.



The "Schwimmkubel" demonstrated that the basic Volkswagen design could work in navigating in water, but its shape was not efficient and proved to be somewhat clumsy. Note that this prototype did not even have seats for any of the passengers.



Floating in water is one thing. Entering and leaving the water is something else. The longer length of the "Schwimmkubel" made it more difficult to descend into the water from a steep bank without burying the nose and taking water over the bow.



The first true "Schwimmwagen" was this Typ 128, seen during a test drive in a lake near the Porsche factory in Stuttgart. A new body designed by Erwin Komenda, Porsche's chief designer, provided a superior boat-like shape for water operations.



Ferry Porsche, Ferdinand's son (in light coloured cap), was the head of the Schwimmwagen program at Porsche. These officers were in a Typ 128 Schwimmwagen. Some 30 of these early models were built and issued for troop trials in 1941.



Prototypes and production vehicles alike were tested in lakes near the Porsche, and later, the VW factories. This Typ 128 Schwimmwagen was driven in a lake test and could maintain a decent speed in the water. The striped pole was to measure the water's depth.



The production Typ 128B (Typ 138) Schwimmwagen was built and issued in 1942 and was a lighter version of the Typ 128. This example shows the usual stowage, paddles and shovel, the folding propeller at the rear and the large folding top.



The Typ 129 Schwimmwagen was a special remote-controlled version intended as a demolition vehicle, the signals feeding through a cable paid out from the body. There were rockets attached to the body to assist in climbing steep banks of rivers and lakes.

SCHWIMMKÜBEL

The first proof-of-concept prototype was the 1940 Schwimmkubel based on the Typ 82 Kübelwagen. It had four-wheel drive and a new watertight body similar to that of a standard Kübelwagen. The body only looked similar and was completely new. There were no doors and a crude rear propeller system similar to the final design. Though the vehicle performed well enough to demonstrate the concept was sound, it was too clumsy to be useful, particularly when operating in water and entering or leaving a

body of water.

The new concept needed a new body design more suitable for the desired amphibious uses. Ferdinand Porsche enlisted Erwin Komenda, one of his chief designers, to create a new body for the next version, the Typ 128 Schwimmwagen. Komenda developed a boat-shaped body that moved through the water far more efficiently and also contributed much improved structural strength due to its curved lines, much like an egg. The Typ 128 had the same 2400mm wheelbase as the Typ 82 Kübelwagen, but its performance in

water was far superior.

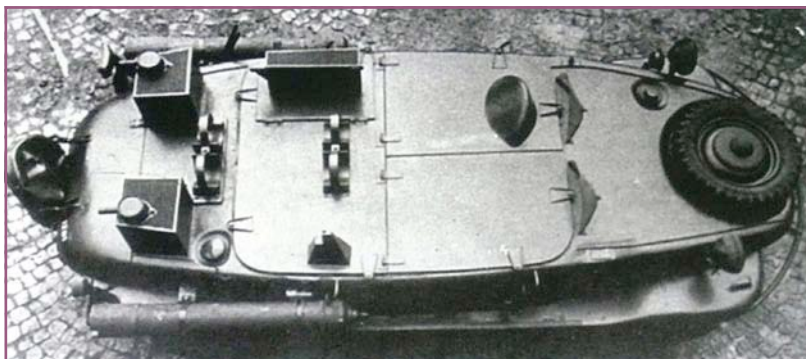
The modifications required for amphibious use were demanding. All openings in the hull had to be sealed against leaks and corrosion of the mechanical components, made even more difficult by the provision for the powered front wheels. Steering while afloat used the front wheels and driving the car in water was considered much easier because of this feature. Propulsion was supplied by a clever folding propeller assembly at the rear of the hull. It could be pulled up out of the way while on land, and in water, a soldier

could lower the propeller using a rod stowed behind the rear seat. The propeller engaged a dog clutch on a rear power take-off, an automatic function requiring no further action by the crew, but when the transmission shifted into reverse, the dog clutch disengaged. A paddle was needed to move the Schwimmwagen in reverse.

The Typ 128 Schwimmwagen was tested extensively against a Stöwer le.E.Pkw, specially prepared to be watertight, and a Trippel SG 4x4 amphibious car, and out-performed the competing designs. It excelled in road travel, ►



Think Tank - Volkswagen Typ 166 Schwimmwagen



The prototype Typ 129 Schwimmwagen had two front seats for a driver and passenger, here seen sealed by hinged covers. The vehicle was considered too valuable to be used for explosive demolition purposes and this type was not produced in series.



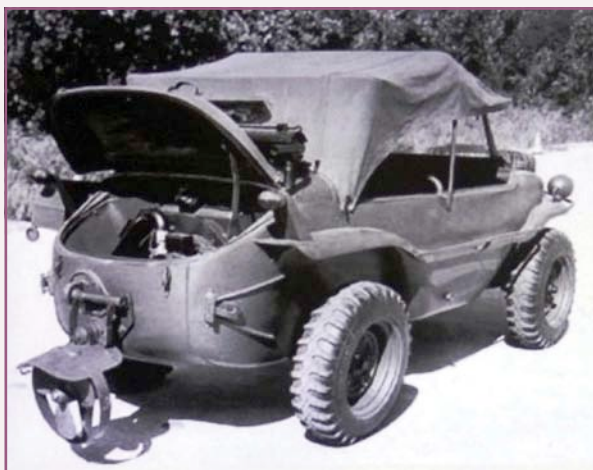
The prototype Typ 129 demolition Schwimmwagen was refurbished and issued to a field unit, appearing pretty much like the other early models. It did retain many of its unique details, though the rockets and most brackets were removed.



In 1942, Ferry Porsche demonstrated the improved Typ 166 to senior Nazi officials, including Adolf Hitler and Heinrich Himmler (since the Schwimmwagen project was developed for the SS). This prototype differed from production models in a number of ways, including the headlight mounts and the body cutout for a machine gunner.



This shows the standard Typ 166 Schwimmwagen and can be compared to the profile of the Typ 128 seen above. The Typ 166 was 40cm shorter and 10cm narrower than the Typ 128. This improved manoeuvrability and turning radius, and reduced the weight.



This shot of a later production Typ 166 Schwimmwagen shows the clamshell hatch to access the engine and the later wide tyres that improved road performance and especially speed in the water. The hinged propeller assembly engaged a dog-clutch to propel the car in the water, but as a result, a Schwimmwagen could not back up while afloat.



All production Schwimmwagens were fully tested before being delivered to the military. This was an early production model and was not fully equipped, as it still belonged to Volkswagen until delivered. Most of the stowed equipment was government-supplied.

◀ cross-country maneuvering, fuel consumption and reliability. Cross-country performance was important because the new amphibious vehicle was also intended to replace the motorcycle-sidecar combination widely used for reconnaissance and scouting. Testing involved some 3500 km of road and cross-country driving and many hours in bodies of water. Because of its low freeboard, the Typ 128 was suitable only for calm water conditions, but

it was intended for lakes and rivers, so that was not a consideration.

TEST VEHICLES

An initial run of 40 test vehicles led to limited production of a modified version. Porsche redesigned the body and structure to reduce weight and improve performance, and this next model was the Typ 138. It was externally identical to the Typ 128 and was usually referred to as the "Typ 128 ausf B". These were issued

to a number of German units in 1941 and served largely on the Russian front where their unique manoeuvrability and amphibious capability made them invaluable - and also rather short-lived. The average life expectancy of a Schwimmwagen in combat was about six weeks.

THE EXPLODING SCHWIMMWAGEN

While the basic Typ 128 was proving itself in Russia, a related model, the Typ 129, was developed

as a remote-controlled demolition bomb. The Typ 128 body was modified to accommodate remote control equipment, and there were large hatches added to cover the front driving positions. The exhaust system was modified to give more clearance and brackets were added to mount a pair of rocket motors at the upper rear of the body with two tanks along the sides for fuel. The rocket motors were to help the vehicle climb river banks, since the remote driver would not



The shorter wheelbase of the Typ 166 Schwimmwagen improved its ability to climb steep river banks, one of the main obstacles it would face in service. This early model retained the narrow wheels and tyres and hubcaps used on the Typ 82 Kübelwagen.



This view shows the lowered propeller assembly just coming out of the water. The simplicity of the Schwimmwagen design made it the first successful mass-produced amphibious car in history. It proved to be a robust and reliable design.



Lowering the propeller down into the water was done with a rod normally stowed on top of the transverse silencer behind the rear seats. The propeller shaft engaged a dog-clutch automatically, requiring no action by the driver, but a paddle was required to back up.



Because of its manoeuvrability and ability to traverse any terrain, the Schwimmwagen was often used by commanders while in the front lines. This early example had a rack added over the propeller area to carry stowage, one of many modifications seen.

have a feel for how the car was handling as it left the water. The control cable for the Typ 129 was paid out from the rear body as the car travelled toward its intended target.

The Typ 129 remote-controlled bomb did not enter series production, as the vehicle was too valuable to waste as an expendable explosive device. The single prototype Typ 129 was tested in 1941, and then was stripped of its rocket motors and fuel tanks and issued to a unit for regular service, and it was used the same as the similar Typ 128 examples.

SHORTCOMINGS ADDRESSED

As valuable and effective as the Typ 128 Schwimmwagen was, there were problems that had appeared. Though more manoeuvrable than its competitors in 1941, the

evaluators felt it needed to be even more suited for very rough terrain and tight places. There was a desire to reduce the weight still further to improve overall performance, and finally, testing had revealed weaknesses in the body of the Typ 128. Traveling over very uneven ground had caused twisting of the body that split welds and broke welded joints where the reinforcing rods braced the body shell.

One way to improve the torsional rigidity of the metal body was to reduce the size of the whole vehicle, and a redesign of the Typ 128 reduced the wheelbase by 40 cm (from 2400mm to 2000mm), overall length by 375mm and width by 100mm. In addition, the body was modified to improve production processes and simplify many parts and assemblies.

TYP 166 SCHWIMMWAGEN

This redesigned vehicle was the Typ 166 Schwimmwagen, which appeared in early 1942 and was tested as the Typ 128 had been earlier. Full production began in the fall of 1942, and some 14,283 were built, most by Volkswagen at its new factory in Fallersleben (Wolfsburg) in lower Saxony, but some were built by Porsche in Stuttgart.

The Typ 166 Schwimmwagen had a boat-shaped body similar to that of the Typ 128 but noticeably shorter. It was powered by a larger 1131cc four-cylinder engine, which later was used in the Typ 82 Kübelwagen. There were four seats, a folding windscreen in front, and many had a mount for an MG 34 or MG 42 for the front seat passenger. The engine silencer was mounted transversely across the

body behind the rear seat and the folding hood was stowed in front of the silencer. The rear body opened in a clamshell door to expose the engine compartment.

At the rear of the body was a hinged propeller assembly that was lowered into the water by a rod stowed on top of the silencer. The propeller was shrouded in a circular cover to help prevent it from being tangled in weeds. As with the Typ 128, the propeller assembly engaged a dog clutch on the rear power take-off from the engine when it was lowered into the water, and would remain engaged only when the vehicle was moving forward under power in the water. For moving in reverse, the Typ 166 had a paddle stowed on the left side of the body.

Early Typ 166 Schwimmwagens had the same 406mm (16") ▶



Think Tank - Volkswagen Typ 166 Schwimmwagen



The narrow wheels and tyres did not give early Schwimmwagens the same flotation as later models but it was still a very popular vehicle useful in any terrain – water, mud and snow. Due to its low first gear and four-wheel drive, it could go almost anywhere.



Schwimmwagens spent most of their service on land, as this early model in Normandy showed. This car was fitted with the directional tread DEKA military tyres, an alternative to the more common WESA non-directional tread tyres seen on most German vehicles.



Schwimmwagens were often used in scouting and reconnaissance because of their excellent cross-country performance. This well-camouflaged example carried a "spice rack" of hand grenades hung from the side grab bar on the body.



This early model Typ 166 was fitted with the more common WESA non-directional tread tyres found on a majority of German vehicles. Note the two fuel filler caps on the upper front body. The Schwimmwagen had two fuel tanks, one on each side of the body.



The later wide directional tyres greatly improved the cross-country performance of the Schwimmwagen. Note the damage to the side fender and grab bar and the marking for a Hauptquartier Aufklärungs Kompanie (headquarters reconnaissance company).



In areas with many water obstacles, Schwimmwagens were often used for reconnaissance and transporting troops until bridges could be erected. The vehicles sat low in the water and were more difficult targets to hit than larger trucks, and most of them were armed.

◀ narrow wheels used by the Typ 82 Kübelwagen, but in 1943 wider wheels and tyres became available to improve flotation on soft ground and increase speed in the water. The Waffen SS received many of the earlier Typ 166 models as they had promoted the original specification. When the wider wheels and tyres became

available, those for the SS often had a unique tread pattern similar to the DEKA cross-country tread used on military vehicles. Later a second, more common open tread appeared, more suitable for operations in water and soft ground and the majority of later Schwimmwagens were built with these tyres.

The Typ 166 Schwimmwagen was produced for only two years, production ending in mid-1944. As Germany shifted to a defensive war, the added cost and complexity of the amphibious Volkswagens was less important than expanded production of simpler, less expensive vehicles. Nonetheless, the Volkswagen

Typ 166 Schwimmwagen was the most widely produced amphibious car built, in WW2 or later. As with the Typ 82 Kübelwagen, the bodies were manufactured by the Ambi-Budd Pressworks in Berlin, a subsidiary of the American Budd Company. Ambi-Budd duly reported its monthly production of bodies to its office in Switzerland,



An early attempt to improve the Schwimmwagen's cross-country performance involved adding these flanged rollers to improve flotation in mud or snow. They proved to be clumsy and instead wider wheels and tyres were fitted without hindering mobility.



Hermann Goering (in the feathered hat) greets SS officers at his country estate, Carinhall. This early production Schwimmwagen was fitted with unique early wide wheels and tyres with a directional tread pattern used mostly on SS Schwimmwagens.



This SS Typ 166 Schwimmwagen also used the unique SS pattern tyres, which were later replaced by the standard wide directional tyres fitted to most other Schwimmwagens. The forward MG mount was fitted to many Schwimmwagens, to the right of the windscreen.

allowing US intelligence to monitor total production of both Kübelwagens and Schwimmwagens.

SCHWIMMWAGEN IN SERVICE

In military service, the Typ 166 Schwimmwagen was an extremely versatile and valuable vehicle. It had a reputation for being able to traverse terrain impassable to all

other vehicles and its ability to cross streams and rivers before pioneers could build bridges made them indispensable as scout and reconnaissance vehicles. Many were used as command vehicles by front-line officers, and as mentioned, the average life expectancy of the Typ 166 was the same as the earlier models, about

six weeks.

Schwimmwagens were used to carry every kind of urgent cargo on all fronts on which they served. Ammunition, food, medical supplies, personnel - all were brought to where they were needed, no matter where. Later Schwimmwagens suffered the simplification visited on many later

war vehicles: smaller headlights, then only three seats, and other simplified assemblies until production ceased.

POST-WAR

After the war, German transport was so needed that many wartime vehicles were retained for use until civilian production could ►



Think Tank - Volkswagen Typ 166 Schwimmwagen



This SS unit, seen in Russia in 1942, also had the special SS tyres. While the early vehicles seated four men, they often carried more in action. Widely used for scouting and front line transport, the Schwimmwagen was a valuable asset to German military units.



Members of the famed US 442nd Regimental Combat Team used this captured early Typ 166 Schwimmwagen to augment their own transportation. This car was still in its German Dunkelgelb (Dark Yellow) with white US markings - note the loading label on the side.



Another captured Schwimmwagen, fitted out as a medical vehicle, showed how the Allies were quick to use these versatile four-wheel drive cars in any capacity they could. A white star is under the front of the stretcher hung on the side of the vehicle.

“Of the 14,283 Typ 166 Schwimmwagens built, only a little over 200 original vehicles remain, and only a handful of the rare Typ 128 models...”



Schwimmwagens were often allocated in numbers to units in rebuilding destroyed formations or equipping new ones. This convoy of brand new Schwimmwagens would have been such a supply. German units were often used until destroyed and then rebuilt.

◀ meet the needs of the recovering post-war economy. Gradually the war-time vehicles were phased out, and in spite of the popularity of the Schwimmwagen for people who needed a “go anywhere” vehicle, a requirement of the German surrender meant the end of many still-useful examples. All

German naval vessels were to be disposed of in accordance with the terms of surrender, and a number of Schwimmwagens, identified as “naval vessels”, were scrapped outright, or mutilated (to save them) by cutting large doors in the body sides so they no longer were capable of floating. Many

years later, a number of these were restored by welding the doors closed.

Of the 14,283 Typ 166 Schwimmwagens built, only a little over 200 original vehicles remain, and only a handful of the rare Typ 128 models. The popularity of the type has led entrepreneurs

to produce fiberglass bodies for replicas for collectors and re-enactors, and a number of these have been built in recent years, some capable of water operations. Perhaps the Wolfsburg Yacht Club may still be active... ■



The Schwimmwagen was capable of negotiating terrain that few other vehicles could. Even this deep mud could not stop this car from getting through. This well-worn vehicle was in SS Panzer Division "LSSAH" ("Leibstandarte SS Adolf Hitler").



The Typ 166 Schwimmwagen, like its sibling the Typ 82 Kubelwagen, was very popular with Allied troops and the US Army issued a field technical manual on operating and maintaining the Kubelwagen and Schwimmwagen. This one was overall Olive Drab.



This Schwimmwagen was repainted in US Olive drab, sometimes done for captured vehicles, though many wore their Wehrmacht colors with added US stars. The P-38J is from the 392nd FS, 367th FG, 9AF, at the AIO forward airfield in France, July 1944.



This Schwimmwagen of SS-Unterscharführer Ochsner of 'Kampfgruppe Knittel', I. SS-Pz-Div "LSSAH", SS-Pz-Aufkl-Abt I, was photographed near the Malmédy-Ligneuville crossroads in Belgium, 18 December 1944, early in the Battle of the Bulge.



British troops were often as happy to capture Volkswagens as the US troops. This Schwimmwagen was left in the original Dunkelgelb with the white star added for recognition of its new ownership. The railroad loading label was painted in black.



CONSCRIPTED BEETLE

Graham Tetley examines Revell's new 1:35 scale military Volkswagen Beetle.

Revell's latest is an up to date rendition of the original VW Beetle. The kit arrives in one of Revell's new-style boxes and in it we have two sprues, one contains the main parts plus a clear sprue containing all the windows and lights as well as the upper body shell. As there are only 66 parts to it this will be a quick and easy build. All parts are cleanly cast however there are some knock-out marks on the lower floor pan that may bother some. The roof of the body shell has a large 'nipple' and mold scar that will need removing and cleaning up, but the instructions tell you about this.

There are no mod cons such as etch or rubber tyres, but we do get a choice of two styles of hub caps. The suspension and wheels are simple, but detailed, assemblies that affix to the one-piece floor pan. For the interior, there is the one-piece instrument panel with panel that with pop to life with the decals provided, front & rear seats, seats, the rear bench & cargo shelf plus the handbrake & other control pedals. The seats have a good level of detail on the cushions but are bland on the back.

Turning to the body shell, detail

there is good and we get two parts to represent the inner door detail. All windows are provided in individual panels that are fitted from the outside, so take care to test-fit and adjust where necessary. The bumpers, windscreen wipers and door handles finish off the exterior with optional parts for covered or uncovered headlights.

Markings are provided for three vehicles with three different painting options. The decals are nice and thin as well as being in register.

Finally, the instructions guide us through 15 uncluttered and clearly drawn assembly steps and I have noticed no errors so far.

CONCLUSION

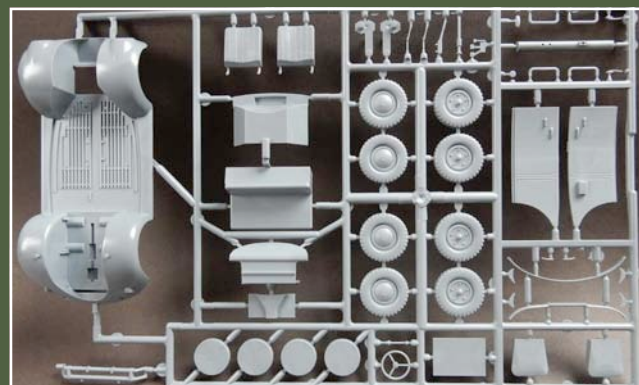
This is a lovely little kit that will satisfy the beginner and experienced alike. The low parts count, clean molding and clear instructions will make for a quick and simple build and there is room to super-detail it if you wish.

Recommended. ■

Revell model kits are available from all good toy and model retailers. For details visit www.revell.de/en, @RevellGermany or facebook.com/Revell



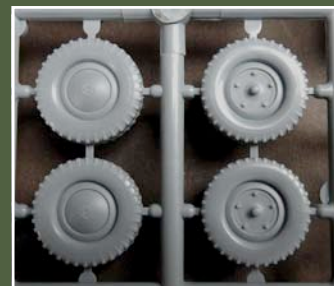
The one-piece bodyshell



Not a lot of parts to this one



The one-piece floor pan



Optional wheel hubs & tyres



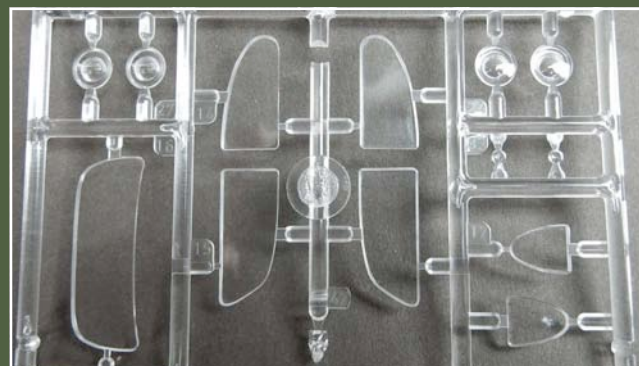
Detail on the bottom of the floor pan



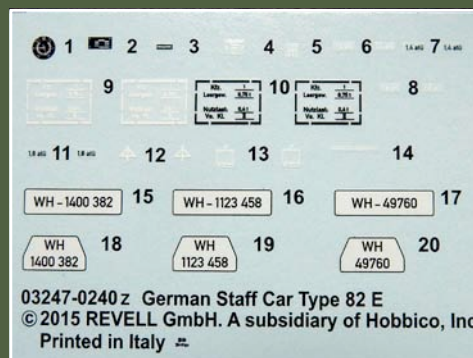
Inner door detail



The decals will pop all of this detail out



Clear parts.



Comprehensive decal sheet.

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The 101st light company.
US Paratroopers & British Tankman, France, 1944



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Brown Splash Mud



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Black Splash Mud



VAL73807
European Thick Mud



VAL73808
Russian Thick Mud



VAL73809
Industrial Thick Mud



VAL73810
Light Brown Thick Mud



VAL73811
Brown Thick Mud



VAL73812
Black Thick Mud



VAL73813
Oil Stains



VAL73814
Fuel Stains



VAL73815
Engine Grime



VAL73816
Diesel Stains



VAL73817
Petrol Spills



VAL73818
Brown Engine Soot



VAL73819
Rainmarks



VAL73820
Snow



VAL73821
Rust Texture



VAL73822
Slimy Grime Dark



VAL73823
Slimy Grime Light



VAL73824
Streaking Grime



VAL73825
Crushed Grass



VAL73826
Mud and Grass Effect



VAL73827
Moss and Lichen Effect



VAL73828
Wet Effects

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HAVE TUB, WILL TRAVEL

Luke Pitt builds, improves and crews-up
Tamiya's 1:48 scale Schwimmwagen

Having owned a number of air cooled Volkswagens over the years, I have a certain affinity with the type.

In fact, one of my first builds as a modeller was the first release of the Tamiya 1:35 scale Schwimmwagen from the early 1970s. I was drawn to the box art and those very cool looking wide wheels.

In subsequent years I even managed to produce a master of a wide wheel in 1:35. The wheel was good for its time but fell well short in terms of accuracy and has long since been surpassed by much better and more accurate examples by a number of manufacturers. I have most of these but my favoured scale was fast becoming 1:48 as a result, I just couldn't motivate myself to build one in 1:35.

A few years ago DEF Model released a 1:48 wheel set and on close examination these had a wonderful tread and sidewall patterns. However, the problem was that the hub of the wheel seemed to float within the rim itself. I played around with them and believed I came up with an easy solution and all five wheels were duly modified. At that point I just ran out of motivation

to push the project along any further.

Some time later, a small company by the name of "Figures with Attitude" released a 1:48 head set that for all intent and purposes was as good as Hornet head sets in 1:35 scale. Now is the time, I thought, now is the time to build that 1:48 Schwimmwagen.

Besides, it should be a quick build, or so I thought...

BUILD BREAKDOWN

I broke the build down into six distinct phases. I did not move on to the next phase until I was happy with the results of proceeding phases. I call my approach "Modular Modelling" or MM for short.

This article has been written in the Spanish Way, for want of a better term, as most of the build has been covered in some way or another with photos. I have not reviewed the Tamiya kit as this has been done many times before, but suffice to say that it is an accurate and straightforward kit but on the other hand very basic.

I hope you'll enjoy my little Schwimmwagen journey over the following pages.



THE WHEELS

All builds have to start somewhere and this one began with the wheels. I obtained DEF Models' Schwimmwagen wheels (DW48001) but noticed the centre hub seemed to float within the rim. The problem seemed to be that the inner rim was not thick enough and the hub itself was set too far out within the inner rim itself.



The difference is apparent between the DEF resin piece (on the left) and my modified piece on the right.



The floating hub on the DEF casting is more evident in this view



All of the wheels were then modified...



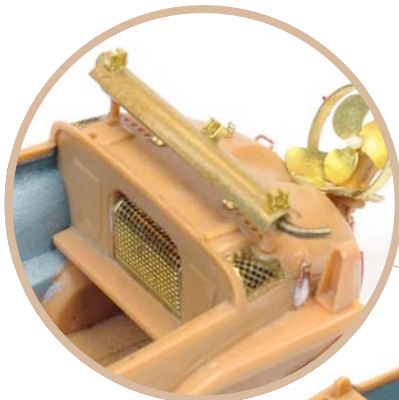
...and compared to my reference material



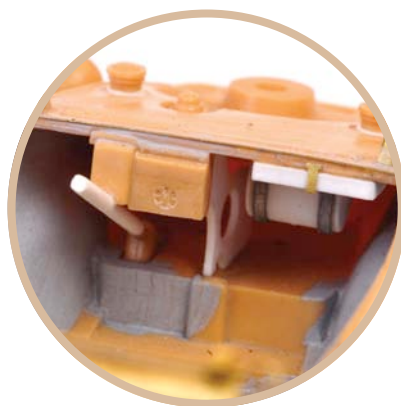
When all five wheels were modified I was a little unsure if this solution had worked, but after a coat of paint my solution seemed to have worked, I also added the tyre vales to all 5 wheels. This is where the project stalled for more than three years.

THE BUILD BEGINS

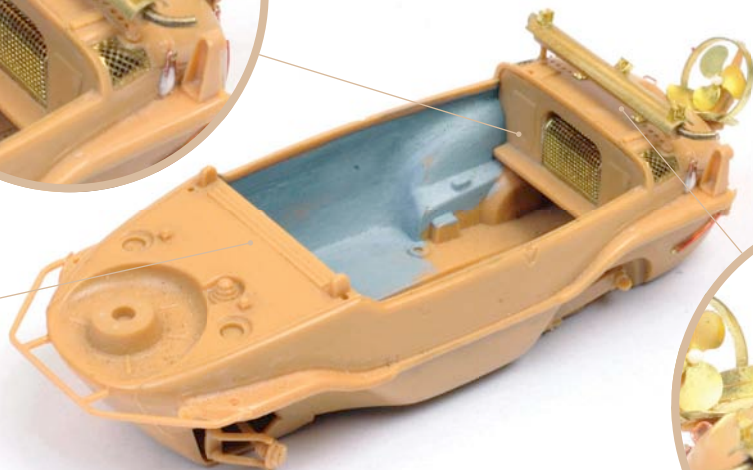
After my last 1:48 build in issue 113, I wanted something that was quick and easy. My reasoning for taking up the Schwimmwagen again were two fold. It was small so I thought it would be quick (wrong) and secondly, I wanted another vehicle to accompany my 1:48 Steyr (issue 92) in a diorama that I have planned.



The inner and outer engine openings were cut away and the Hauler (HLX48009) screens added. I was going to use the screens from the Aber set (48 015) but found the Hauler ones more accurate and fitted to the Tamiya kit without modification.



The Tamiya interior is a fairly basic affair so various bits and pieces need to be added. In this view I have added the fuel tank in the passenger foot well and tool kit under the dash. The internal bracing bracket was also added to the rear of the instrument cluster.



In this view I have glued the upper and lower halves of the bodywork together and filled the interior surfaces flush.



The muffler was then detailed using parts from the Aber set

THE FIGURE FROM BEGINNING TO END

I am a firm believer in adding figures to vehicles. They add a certain finesse and life to any vehicle. Up until now, it has been a real challenge to obtain suitable heads in 1:48 scale. This thankfully has changed with the introduction of a head set from Figures with Attitude. The heads on offer are equal to anything available in 1:35. I'm never able to find a suitable figure out of the box for my builds so, I tend to mix and match parts from various manufactures to suit my needs.



In this case I have used the upper and lower torso from one of the Evolution range of figures. The placement of this figure to the interior of the Schwimmwagen proved to be a real challenge and many attempts were made to obtain the correct sit, the difficulty, apart from the confined space, was to achieve the correct ride height of the figure itself. I have temporarily attached an Alpine 1:48 scale head in this view for clarity.



In this view, the figure is still riding a little high in the saddle. Further modification was deemed necessary.



Hindsight is a wonderful thing. If I was to tackle this project again I would lift the arm resting on the steering wheel a little higher. I hadn't noticed the fault until I was told of it on Missing Lynx's "Constructive Comments" forum. The figure had been painted by then, so corrective action was not an option.



The kit's seat was modelled as part of the figure and placed in the inner vehicle tub.



In this mock-up view, all the various pieces are tacked on to ensure correct fit. I was unhappy with my rendition of the rear hood (too big and too bulky) and replaced this with a scratch built piece later on in the build.



The figure and tub assembly was then test fitted to the bodywork. A number of faults in the fabric crease lines were also corrected after this photo was taken.



Primer not only brings out the detail but also adds a good contact and mating surface for the additions. You will note in integration of the seat into the figure and the hood of the camouflage smock over the central hood bar.



The figure has again been modified in this view and has more or less the correct sit within the vehicle



The entire inner tub was then airbrushed in the exterior colour to highlight any faults in the fabric creases and position. You will note in this view the offending arm angle looks to be perfectly correct. The problem only shows up on certain angles on the final build



I had originally attached the rear seats but soon learned that later versions of the Schwimmwagen did away with them, I quickly added a false floor using my references as a guide.

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PAINTING THE FIGURE



The figure with painting completed. I have been told that the camouflage smock on the figure should not have been painted as the vehicle has a "WH" registration plate. To be honest I think this is a bit silly so many scenario's the driver could have acquired the smock it's just not funny, so I left it as is.



Painting figures in 1:48 can be a real challenge. On close examination many faults appear. I'm a student of the "Shep Pain" school of figure painting (learnt so many years ago from those old Monogram painting guides in their armour kits). I found it very difficult to paint this head correctly. After a many attempts (stripping each failed attempt with Tamiya airbrush cleaner) a result was finally achieved. I have been told the face on this figure looks somewhat "demonic" and am inclined to agree. And I think this maybe the result of the many attempts to paint it. (does anger show when painting?) I generally use Tamiya enamel sand as a base coat and shade with Vallejo. Brush selection is important and I always use Windsor and Newton series 7, their expensive, but if cared for, they last for years.

AFTER-MARKET ADDITIONS

I have used various pieces of photo-etched and resin pieces from a whole range of manufacturers.

It is true that not all photo-etch is created equally. Some are better than others and I will discuss the various merits of each as we progress through this series of photographs. I am more fortunate than most as almost all of these sets were given to me for review. As a result I have the luxury of cherry picking what I consider to be better (or indeed easier) to put together. I will give you my picks if you decide to embark upon anything like this on your build.

My first criticism is placement instructions. Most give a three-dimensional view of where the part is meant to go but they don't provide any precise measurements on where it should be placed. With this build, there are no exact measurements on where the brackets go! Okay, I thought, I'll just consult my various references and these helped a great deal.



The Aber set has some wonderful brackets but on closer inspection no real bending instructions nor indeed placement locations for the support bars. I used the mounting brackets from the Hauler set (Hlx48009).



The rear propeller assembly was sourced from the Aber set (48015) and is a very complex affair. Great patience is needed to assemble it correctly.



The windscreen tie-downs and muffler additions were added from the Aber set and required the patience of a saint to firstly bend into shape and then to attach.

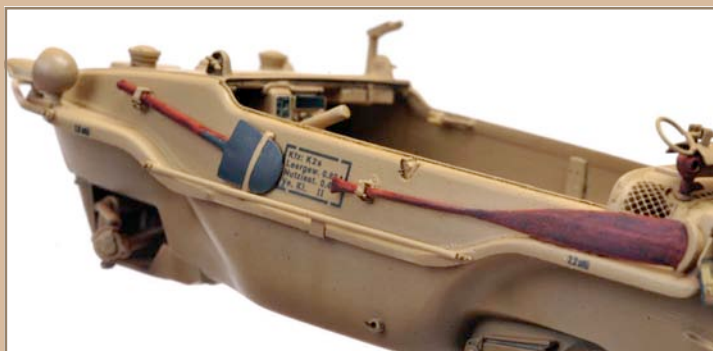


The rear engine screens were sourced from the Hauler set and are far superior as they are mesh as opposed to Aber's embossed plates. However, the muffler guard and propeller reach pole brackets are superior than those provided by Hauler. The pole was bent from a suitable piece of brass wire.



I have include a picture of my first attempt at the folded hood. I replaced this late in the build as it proved to be too large and basically just looked wrong.

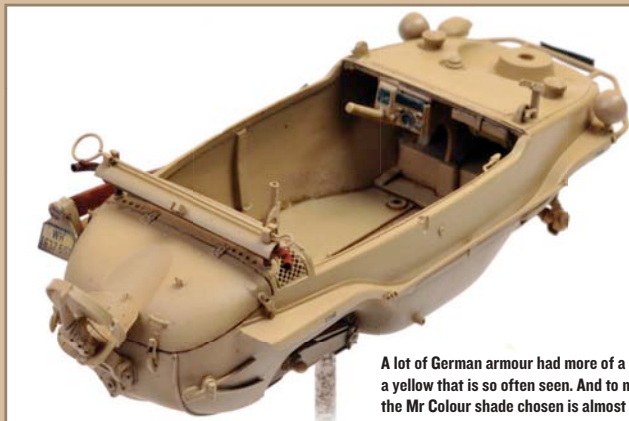
PAINTING THE LITTLE TUB



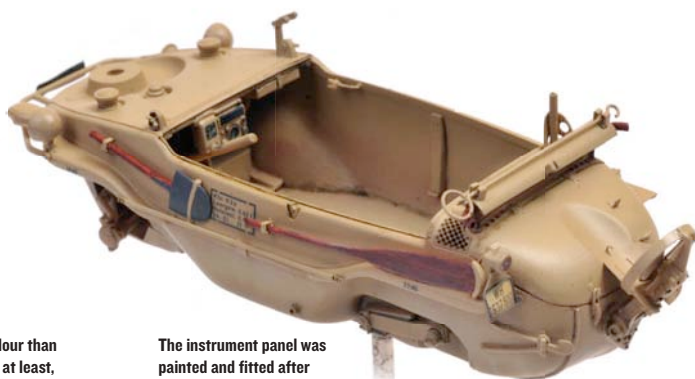
I wanted to keep the paint finish as easy as possible on this build so I opted for overall camouflage of German Dark Yellow. I used Mr Hobby H79.



The paint was thinned with 70% thinner. I generally spray with a higher air pressure than most (in my case 35 Psi) for the first pass, as I tend to do a few light coats rather than one thick coat.



A lot of German armour had more of a Buff colour than a yellow that is so often seen. And to my mind at least, the Mr Colour shade chosen is almost an exact match.



The instrument panel was painted and fitted after the initial paint coat.



The first rendition of the foul weather hood was painted in the same colour.



I elected to use the kit supplied windscreen as I could not see the benefit of bending all the photo-etch provided on both the Hauler and Aber update sets. I did however attach the Aber support brackets and then masked both sides of the screen itself.

FINAL WEATHERING

In this top front quarter ground shot, almost nothing is given away in regard to scale.



I have used 1:72 Scale Link foliage. It is designed in such a way as most of the leaves are joined to other leaves by a thin bridging point between the leaves. Care is needed to firstly to cut them from the fret and represent a realistic 3D branch. In this view the subtle variations in the leaves and branches can be seen

If you look at any normal leaf you will note that the leaves themselves are not flat. Indeed, in most cases they are bent at a slight angle from the centre of the leaf to the outside edge. I try to imitate this by placing the fret on a semi-soft surface. In this case I have used a small pad of Post It notes and press the curl in to each and every leaf with aid a fine needle. I generally only exert a small amount of pressure on each leaf. This is the most time consuming part of the process and, be warned, you will need the patience of a saint, but the results are worthwhile



I have used the "less is more" metho with the shading process. The colour choice of the second version of the hood was also a deliberate attempt to add contrast to the model but not enough to have it stand out. The mud between the wheels and on the rear of the vehicle shows up well in this photo.



The oft used hand shot is a good way of illustrating to others the diminutive nature of 1:48 scale subjects.





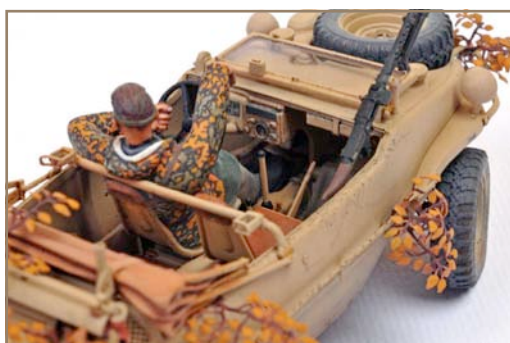
The mud mix was applied to the wheels and lower half of the body in a random pattern. When complete, the areas treated were highlighted with a thin oil wash and dry-brushed in a sand white mix.



I generally use 30% paint, 70% thinner. For this model I have thinned the paint with Mr Hobby Levelling Thinner. It simply does wondrous things to paint, making it so much easier to achieve a fine demarcation lines between the base tyre colour and the dust on the wheels. When complete, the areas treated were highlighted with a thin oil wash and dry brushed in a sand white mix.



In this view, the driver is shown to good advantage. I highlighted the goggles with Tamiya X-22 Gloss Clear to lend the impression of glass.



Micro chipping was applied all around the vehicle but more on common areas like the vehicle sides. Also note the subtle weathering effects on the front of the vehicle.



My favoured method of displaying 1:48 vehicles is to have them in action. This is a deliberate attempt to add a little visual interest to the vehicle. In this case simply turning the front wheels adds that certain something to the finished piece.



It is important for any model to have various focal points. In this view, it would be considered the wheels. I have applied a number of dark oil washes to the access covers and micro chipped as well. One aspect of air cooled Volkswagens is the rear wheels often exhibit negative camber after going over rough terrain. This means the wheels, when viewed from the rear, appears to angle in at an almost "v" angle to the road surface. I tried to replicate this.



The mud on the wheels is a three-part mix of very dark brown pastel powder, dark brown Vallejo Brown "856" and real dust from my garden.

Modelspec

Tamiya 1:48 German Schwimmwagen Type 166
Kit No. 32506

Accessories Used:

DEF Models Schwimmwagen wheels item Dw48001
Hauler Schwimmwagen update item HLX48009
Aber Schwimmwagen update item 48015

Tools Used:

Waldron Sub-Miniature Punch and Die Set
Small Shop Brass Assist Roller set
Small Shop Hold and Fold

Paints Used:

Tamiya XF-2 Flat White
Tamiya XF-69 Nat Black
Tamiya XF-58 Olive Green
Tamiya XF-1 Black
Tamiya XF-52 Flat Earth
Tamiya XF-49 Khaki
Tamiya XF-51 Khaki Drab
Tamiya XF-79 Deck Brown
Mr. Hobby Khaki Brown 404
Mr. Hobby Sandy Yellow H79
Humbrol Matt White "34"
Humbrol Wood Brown "62"
Humbrol Brown "94"
Vallejo Matt Varnish "520"
Vallejo Red "829"
Vallejo Brown "856"
Vallejo Maroon "859"
Vallejo Yellow "953"
Vallejo Orange Brown "981"
Revell Colour light flesh "35"
Andrea Flesh paint set "ACS-01"

References

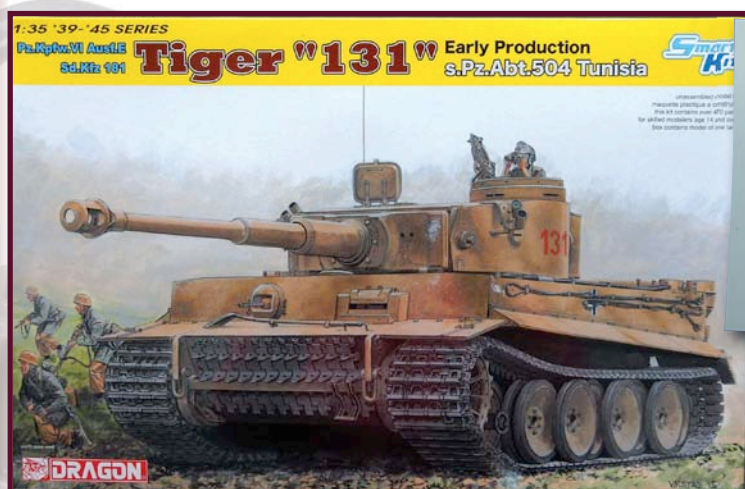
WPP WING AND WHEELS Schwimmwagen in detail
ISBN 80-86416-12-7

- ☒ Accurate shape; fast and easy build.
- ☒ Some simplification.

Available from

I would like to thank the following people in sharing their knowledge they are, Ross Ferro for his views on German camouflage colour, help and Phil Young for his figure help.
Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

Rating ●●●●●●○○



Decal options.

WAR PRIZE

Dragon depicts the famous Tiger 131 on the day of her capture in Tunisia. Graham Tetley takes a close look.

Tiger 131 was captured in Tunisia on 21 April 1943, falling victim to three shots from Churchills of A Squadron, 4 Troop of the 48th Royal Tank Regiment.

One shot hit the gun barrel and, after hitting the mantlet, ricocheted into its turret ring and jammed the turret. A second shot hit the turret lifting lug, disabling the gun's elevation device and effectively putting the gun out of action. Those scars can still be seen on '131' as (thankfully) they were not cleaned up as part of the restoration.

The crew bailed out and left the knocked-out but largely intact tank behind.

She was secured by the British where she was recovered, repaired, put on display in Tunis then shipped to the UK for trials. Tiger 131 found her way to Bovington in 1951 and has remained there ever since. Recently, she spent time hobnobbing with Hollywood royalty and herself became a star of the silver screen.

As if appearing on film wasn't enough, Dragon has now graced us with a rendition of '131' on the day that she was captured. The kit is almost identical to the Wittman's Command Tiger Kit 6730 that I built in Issue 113, but the main differences are that we get a new Sprue 'N' which includes a new engine hatch, Feifel cans, turret ring and loaders seat, the front step peculiar to '131' as well as new parts to depict the 'S-mine' holders in the stowed position.

An etched fret is included but,

annoyingly, most of it is devoted to areas under the engine grilles which you can barely see with the screens on.

DS Tracks finish it off and, if they are like the Wittman Tiger, they will probably split when liquid poly is applied to the joining tabs. That, and the flash which you can't remove, means that I will replace them.

Markings are provided for 3 vehicles being '131' herself and then two from the Russian Front.

As a bonus, we also get a small sprue of cactus plants in DS plastic.

The level of detail throughout is stunning and whilst I could point out what I like, I would run out of article space but needless to say that the crew at Dragon have done their homework on this one.

CONSTRUCTION

Because this kit is almost the same as the Wittman Tiger, please refer to my full build in Issue 113 as the same highs and lows will apply here. I recommend that you deviate from the instructions and get the hull together first (including the interior detail) and then start adding everything else. Optional parts are provided for the removed outer road wheels and if you decide to model either of the Russian machines you also avoid having to build the air cleaners and all of the plumbing.

Dragon provides the parts for some beautifully detailed separate track links (I wish they would either market these separately and/or give us enough in the box to do the full track runs) that

go on the front glacis stowage. There are no links on the turret so the instructions call out where you have to remove the location marks for the track holders. The turret is beautifully detailed and the roof fits the shell perfectly. A basic turret interior is provided that comprises of a gun breach, detailed turret ring and seats and gives you just enough to see through the hatches.

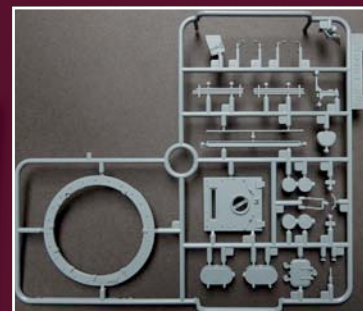
The instructions are very busy in many areas so take your time to study them. I have not noticed any bloopers as yet so Dragon may have got this one right.

CONCLUSION

I first met '131' back in 1983 and soon after modelled the old motorized Tamiya Tiger after her. 32 years later, Dragon's new kit makes that old kit look prehistoric. One could complain that Dragon have not replicated the battle scars but you will not hear that from me.

We sometimes hear criticism of Dragon in that they will release kits of specific vehicles on specific days, but I for one am glad that they have here. Everything peculiar to '131' is present, and very nicely done too. Although a 'Smart' kit, it is not for the inexperienced builder. Be careful in construction and don't be afraid to deviate from the instructions. The DS Tracks do let it down, but it gets a highly recommended from me. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



The New Sprue 'N'

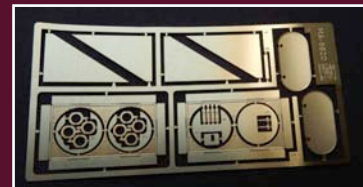


Even the headlight bases are detailed!



One of the spare track links

The back of the links and no knockout marks



The new etched fret



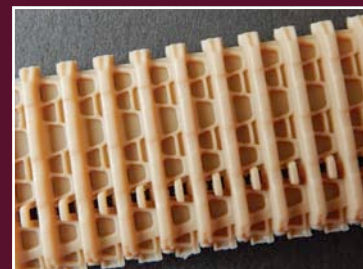
The new 'S' Mine brackets



New Feifel bases



Feifel tops and 131's distinctive step



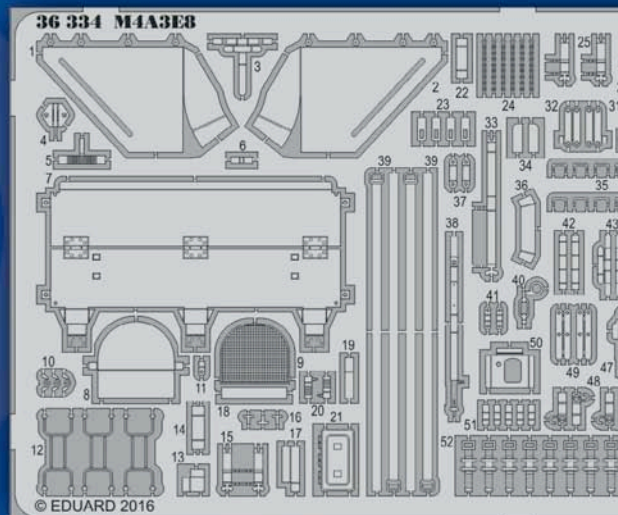
Detail on the DS Tracks

M4A3E8

EDUARD PHOTO-ETCH

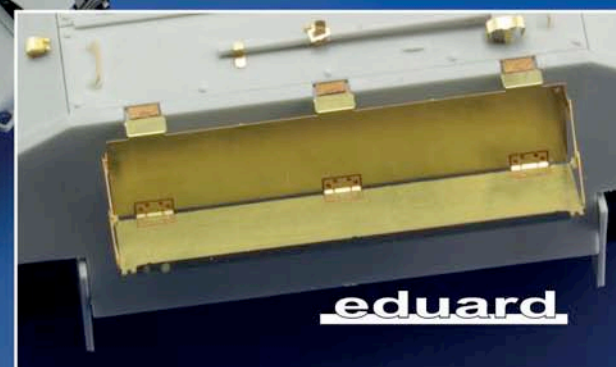
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1/35 Tamiya



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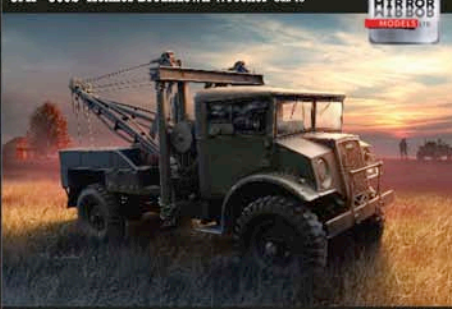
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SELF-PROPELLED IN SYRIA



FINISHED

Brett Avants builds a Syrian 2S1 Self-Propelled Howitzer based on Trumpeter's 1:35 scale kit.

The Russian 2S1 Gvozdika is a self-propelled howitzer with a 122mm main gun. It is essentially a lengthened version of the Soviet MT-LB armored personnel carrier chassis with a 2A18 gun mounted in a fully traversing turret.

The 2S1 entered Soviet service in the early 1970s and has been deployed in very large numbers. It has seen extensive combat use with Russian and Eastern Bloc countries, including campaigns in Afghanistan, Chechnya, Iraq, Yugoslavia, Georgia, Libya, Syria and Ukraine.

I saw a really striking photo of a 2S1 in Syria with a nice three tone camouflage, really beat up, with some Arabic writing scrawled across the side. I wanted to duplicate this vehicle using Trumpeter's 2S1 kit and a few aftermarket add-ons. A well-worn vehicle like this one would be a nice build but really fun to paint and finish. ►



These photos served as my inspiration for this version of the 2S1.



I loved the rough, battle-worn look of the vehicle.



The vehicle seems popular with the locals too!

◀ TRUMPETER'S 1:35 2S1

The Trumpeter 1:35 scale 2S1 is a beautiful kit with plastic, photoetch, and individual track links. I decided to replace the kit track with Friulmodel metal track for the 2S1, and replace the large gun barrel with a Model Point barrel that I sourced online.

Other than those modifications, the kit has basically been built out of the box.

I did add a couple of figures, which were conversions from a couple of Warriors Scale Models figure sets produced years ago. The commander is from a Warriors Mideast/Iraq Tank Crew, and the other figure is a conversion from a Warriors Mideast Hezbollah fighter. I like to add figures to a vehicle or tank as they present the human element, show scale and tend to establish a connection between the model and the viewer.

ASSEMBLY

The kit went together perfectly. I had to cut the plastic barrel from its trunnion and drill the hole a little larger to accommodate the Model Point barrel. I also used the kit muzzle, which fit the aluminum barrel like a glove. The Friul track fit the sprockets rather snugly, but the metal track allowed me to create the proper sag.

PAINTING AND WEATHERING

Once assembly was completed, I sprayed the vehicle with Vallejo Russian Green primer. I let this dry for a couple of days.

Since I was planning to chip this vehicle pretty extensively, and use the hairspray technique to do this, my first base coat was with Vallejo Model Air Camo Black Brown O42. This is my preferred undercoat for any chipping I do on pretty much any color. After a few hours dry time, just to make sure the paint had completely dried, I applied a couple of thin coats of hairspray. Who in the world thought of using hairspray on a model is beyond me, but it works! The model after the hairspray will have a satin sheen and be slightly sticky to the touch. ▶

Here is the vehicle built but unpainted.



I built this kit pretty much right out of the box, with the exception of the addition of Friul track and a Model Point barrel. These are my two common replacements for any kit – new track and a new barrel.



The Trumpeter kit is fantastic and goes together without any issues.



The vehicle with a solid coat of Vallejo Russian Green Primer. I spray the Vallejo primer right out of the bottle at between 17 – 20 or so psi. It flows smoothly with no clogging of the airbrush, dries flat and very smooth.



I did apply Mr. Metal Primer on the Model Point aluminum barrel and the photoetch before I applied the primer, as a safety measure.

I don't want any of the paint coming off of the metal.





The application of the Vallejo Model Air Camo Black Brown on the turret as the chipping undercoat, along with the hairspray. Note the glossy finish after the hairspray has been applied. Definitely apply the hairspray in thin layers so that you don't get surface build-up.



The turret after the first round of paint chipping. There are a few larger areas of chipping, but for the most part the chips are fairly small. Even on the real photo there was a lot of wear and tear.



Low quality paint and rough combat experience contribute to this kind of weathering.



These photos show the additional chipping and paint wear with all three camouflage colors applied.



Note that the chipping undercoat shows through on some, while the green or brown colors show through on others.



There are also some long scrapes present, as well as color irregularities. Again, be subtle and careful not to overdo it.



Work in small areas at a time, and be patient!

After a few minutes, once the hairspray was dry, I sprayed the first camouflage color coat, Ammo.Mig 932 Russian Green Base. I usually spray Ammo Mig paint right out of the bottle with my Grex airbrush. No thinning necessary. If I need to thin the paint for some reason, I'll use a couple of drops of Vallejo Airbrush Cleaner. Once this was dry to the touch, I began the chipping process with clean water and a stiff bristled brush.

After I am satisfied with this first stage of the chipping process, I'll let the model dry for a couple of hours, then hit the vehicle again with another couple of thin coats of hairspray again. I then sprayed the two camouflage colors, Ammo.Mig 912 Red Brown Shadow and Ammo.Mig 030 Yellow Sand. Phase 2 chipping then takes place, being careful to chip the red brown and sand so that each color shows through, along with some of the black brown from the original chipping undercoat. Take care, though, that you don't overdo the chipping. It's hard to undo! A little goes a long way.

After chipping, I let the model set for a little bit, then paint the entire vehicle in a satin finish to seal the chipping and prepare the model for the extensive weathering process.

I added a couple of enamel filters and washes on the SPG to give it a worn look as well as to blend the camouflage and chipping. The Wilder Nitroline 019 Gray/Brown Filter toned down the camouflage and added a subtle but distinct worn and faded look to the vehicle. The Wilder Nitroline 02 Deep Shadow Wash was used as a pin wash around the various details and in the nooks and crannies, as was the Ammo Mig Black Night and Deep Gray Panel Line Washes in some areas to even further accent the details.

Some additional scraping and chipping is also done using a lighter color of the green base, Ammo Mig 0934 Russian Highlight. I use this to add a few lighter scrapes and chips, plus to accent the deeper and larger bumps and bruises.

The Arabic markings were spray painted using my Badger Krome airbrush with very thin Tamiya Flat White paint. I had to practice a bit before I got the rough "spray-painted" look I wanted.

Streaking and grime on the surface is done with enamel weathering colors, as well as oil paints. Ammo.Mig Streaking Grime, Dust Effects and Engine Grime were used. I also used Sepia, Burnt Umber, and Orange Brown oil paint to accent the worn look.

A shot of the vehicle after some of the washes and filters have been applied. I like to use a variety of different products, such as Wilder Nitroline enamels and Ammo.Mig enamels. I also like to use oil paint, particularly Sepia, Burnt Umber and Orange Gray.



Visible in these shots are some extra weathering.



I used a 00 brush and painted Ammo.Mig 934 Russian Green Highlight shallow scrapes and chips on various surfaces of the vehicle.



Some are individual scrapes and some are accents to the deeper cuts.



I also painted the Arabic graffiti on the side with a fine-tipped Badger Krome and very thin Tamiya Flat White paint.



The application of pigments to the lower hull. I apply them dry, then set them with a dropper full of pigment fixer.



I sprinkle a few varying colors on the wet mixture, then blow dry the surface carefully with a hair dryer on low.

SAND AND DUST

Sand and dust pigments were applied to the lower hull. I typically start by applying a nice layer of dry pigment on the surface, with a good size, cheap brush, like a 4 or 5 round. Once this layer is on the vehicle like I want, I use a small dropper and add pigment fixer to the dry pigment, and capillary action soaks the entire area of pigment. Next, I'll grab a couple of different tones and sprinkle some fine powder on the wet pigment. Do this with several different tones and colors. Once dry, the variety of subtle colors will be visible. I then use a small hair dryer on low setting to speed the drying of the pigment fixer. Once dry, the pigment is secure, but you can always get a stiff brush and knock some of the pigment off if the application is too thick. For this vehicle, I used Ammo.Mig Sand, with a little bit of Ammo.Mig Rubble, and MMP brand Tropical Dirt and Desert Dust pigments.

I also use pigments as well as paint on the surface of the vehicle to simulate dirt, dust and grime. I like to mix a "wash" of pigment fixer and a small amount of pigment and apply it in a thin wash layer on selected surfaces. Note the upper deck on the front of the 2S1. Using a light earth or dust color, I made a thin mixture and brushed it on the surface, and let the "wash" flow into the corners and nooks where dust accumulates. This is a liquid, so it runs into the crevices. Once dry, though, it gives the appearance of dried dirt and dust in the corners. Once the thin wash on the flat surface is dried, it looks like ground-in dirt and dust on the surface of the vehicle. Pigments can be very versatile when weathering combat vehicles, so experiment and see what effects you like.

BLACKING THE TRACKS

The Friul track were dipped in a blackening solution for a few minutes. Once they were tarnished a little, I used a series of enamel washes, before I installed them. Then I applied a couple of applications of pigment washes and dry pigments to accent the tracks.

Once the weathering and finish was like I wanted, I used a #2 lead pencil on selected corners and edges to give a very (very!) subtle bare metal look. Do this sparingly. There is usually not a whole lot of bare metal showing on a modern armored vehicle.

The converted crew were then painted and set in place.

CONCLUSION

This was a fun kit to build, and a blast to weather. I would have loved to add additional figures to the vehicle to make it appear more like the original photos, but other projects awaited! ■



The lower hull just about done, with the Friul tracks and various pigments applied.



The lower hull with dust and dirt applied.



I used various enamel paint and lots of pigment washes.



I create a wash with pigment and pigment fixer, and apply this with a fine pointed brush like normal filter or wash.



Once dry, the pigments look like ground-in dirt and dust.



The left side of the hull. Note the flat surfaces with the pigment wash that has dried, showing the crusted dirt.



These colors are brought down to the tracks and the roadwheels, too, so that everything is balanced.



A close shot of the rear of the vehicle. Note how the pigments are splashed up on the rear and sides.

A wider view showing the track's combination of rust, some dirt and dust and just plain wear.





A close-up of the crew. One looks like a bona fide crew member while the other member just might be a civilian "volunteer."



The right side of the hull. Note the worn graffiti, the chipping and muck on the road wheels and sprocket, and the various colors on the track.



The vehicle pretty much done.



I like the camouflage, the combat veteran look and the shape of this vehicle.



The shape of the 2S1 really lends itself to a lot of nice weathering effects, with large vertical surfaces, horizontal surfaces and a lot of nooks and crannies.



Modelspec

Trumpeter 1:35 2S1 Self-propelled Howitzer
Kit No. 05571

Accessories Used

Fruilmodellismo 2S1 individual link track, ATL 56
Model Point 2S1 aluminum barrel, MP3518

Tools and Materials

Tamiya Extra Thin Liquid Cement
Mr. Metal Primer

Paints and Finishing Products

Vallejo Primer, Russian Green
Vallejo Model Air, 042 Camo Black Brown
Ammo.Mig Acrylic: 0932 Russian Green Base, 0934 Russian Green Highlight, 912 Red Brown Shadow, 030 Yellow Sand.
Ammo.Mig Enamel: Panel Line Wash 1611, Black Night; Panel Line Wash 1602 Deep Gray; 1203 Streaking Grime; 1407 Engine Grime, 1401 Light Dust.
Ammo.Mig Pigments: 3013 Rubble, 3012 Sand
MMP Weathering Powders: Tropical Dirt 12, Desert Dust 4
Wilder Nitroline: 019 Gray Brown Filter, 02 Deep Shadow
Archer Dry Transfers, Black Arabic Numbers, AR351968
TreSemme Tres-Two Ultra Fine hairspray
Blacken-it, metal solution

- ☒ Good detail, easy build.
- ☒ Nothing of note.

Available from

Trumpeter kits are distributed in the UK by Pocketbond

Rating ●●●●●●●○



KING TIGER REVISITED

Graham Tetley takes a look at Zvezda's re-pop of Dragon's 2004 1:35 scale Henschel Turret King Tiger.

Zvezda has recently been blazing a trail and their new kits (such as the Terminator that I was highly impressed with) rate amongst the best. For this release we do not have a Zvezda original. Instead, what we find in the box is the Dragon Kit No. 6208 King Tiger that was first released in 2004.

Coming in a big, sturdy, box we are greeted with 13 sprues, some string for the tow cables, nylon mesh and decals for five vehicles. Moulding quality throughout is good although there is a little flash here and there, especially around the track links. The instructions are clearly drawn and uncluttered.

It represents a standard

Henschel King Tiger without Zimmerit seen on all fronts from 1944 onwards. The track guards are moulded in one piece each so surgery is required if you want to represent battle damage. The tracks come as two sets of links that need careful assembly. When I built this kit way back when, I found that the fit was improved if you removed the mould separation lines from the contact surfaces of the smaller link, part G2.

For me there are two areas that are not so good about this kit: a) Zvezda gives us nylon mesh with a template in the instructions. From this we are supposed to cut out the engine mesh. Because the shapes are complex and difficult to cut, and there is very little spare mesh, I

feel that this is poor. Most will, I believe, seek out an etched fret as a replacement.

b) The charging knight marking for the 505th sPzAbt is poor. It looks compressed and the decal is missing detail on the knight's helmet mane (it should be red) as well as the red pennant on the lance. It's not a problem though if you are not doing a 505 Tiger.

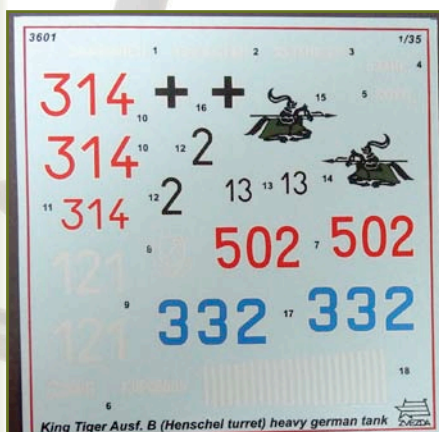
So how does this compare to the competition? Tamiya's King Tiger is a sound base kit, but this release has more fine detail plus you get individual track links.

The Tamiya kit however has better fit to all parts. Dragon themselves improved on this release in later versions and gave us even finer detail, a metal barrel, Magic Tracks and more etched parts.

This kit is therefore positioned in the middle of what is currently available but a great selling point is the price as you can pick it up for under £25 in the UK.

The basic kit is sound and good value for money, but I do feel that it is let down by the nylon mesh and no etch. I would give it a recommended. ■

Thanks to The Hobby Company Limited for the sample
www.hobbyco.net



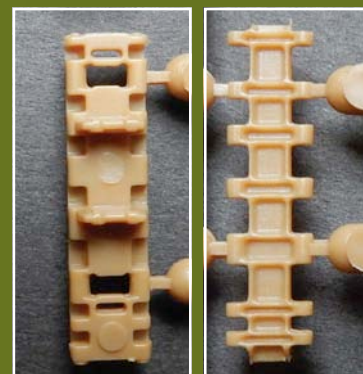
Decal sheet, mesh & string for tow cables



The less than accurate charging knight decal



Close up of the lower hull detail



Knock-out marks on the track inner surfaces

Track link detail



Road wheel detail



Even the lower hull is detailed

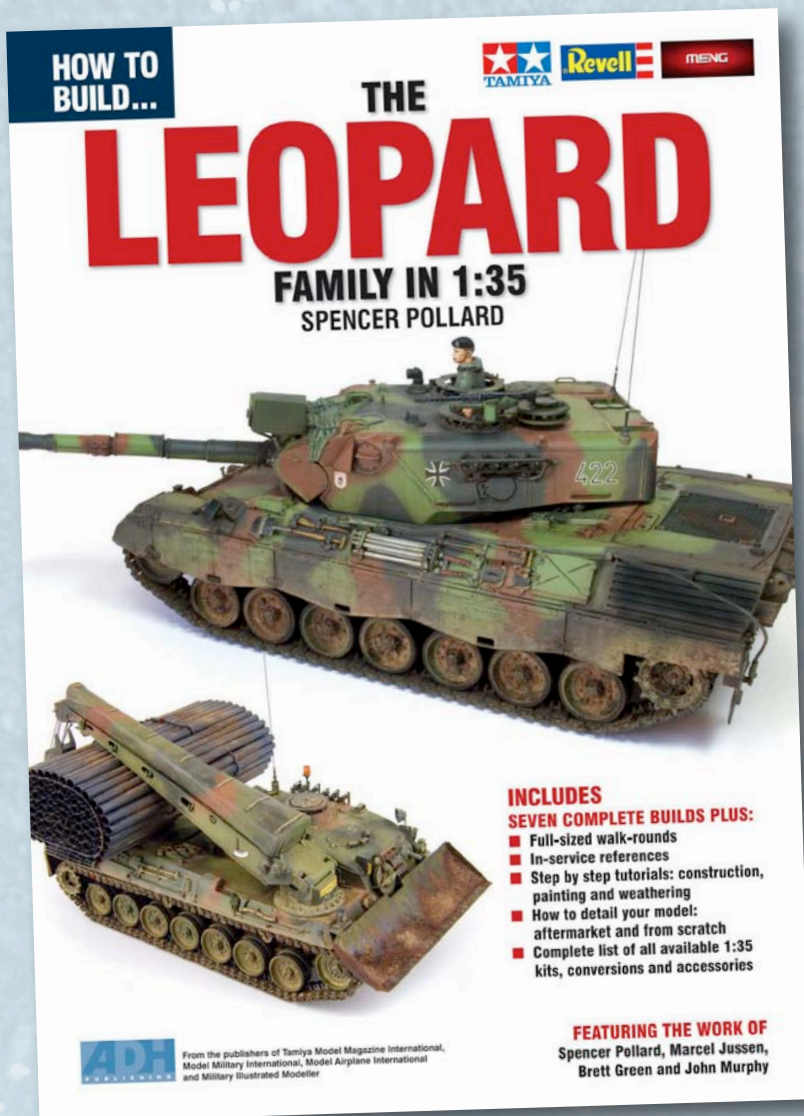


Close-up of the hull weld detail



The one piece track guards

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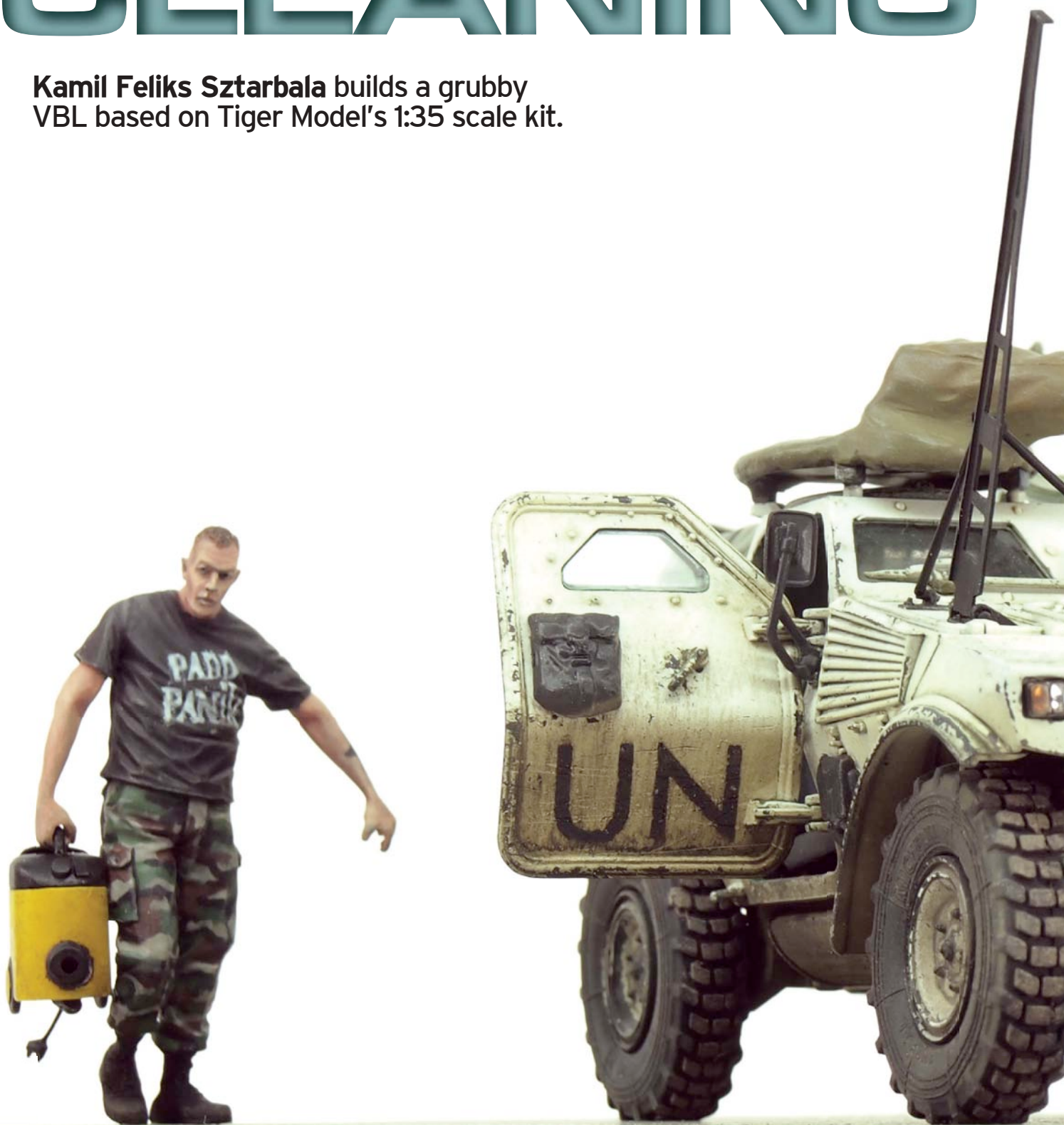
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OPERATION CLEANING

Kamil Feliks Sztarbala builds a grubby
VBL based on Tiger Model's 1:35 scale kit.





Tiger Model belong to the new wave of model kit manufacturers coming from China. What makes them different from their competitors is the rather unusual choice of subjects for their debut releases in 1:35 scale. Instead of yet another Panzer or Cold War / modern Russian AFV, this company comes up with two kits of modern French vehicles, namely the AMX-10RC and Panhard VBL. However, in some aspects, Tiger Model seem to follow a proven path, as may be seen on the VBL's box design. This is obviously inspired by a style that is common for boxes from a quite popular Japanese kit manufacturer.

The instructions also show similarities to such an extent, that if one first saw the assembly drawings, he/she may be fooled.

The main difference is the appearance of the painting and decaling guide, which is printed in full colour on a large, separate sheet. What's interesting is that it shows the positions of all decals, including those that should be applied during construction of the kit.

TIGER MODEL'S 1:35 VBL IN THE BOX

Moving onto the kit contents, we see that the parts are supplied on four sprues, two of which are basically the same.

The hull is provided as halves, thanks to the extensive use of slide-moulding technology.

The interior appears to be quite accurately represented, especially in comparison with the only previously existing 1:35 VBL kit, manufactured by Azimut. Since I had to build most of this area from scratch whilst constructing the aforementioned resin disaster, I still recall how this area looks in the real vehicle. Having this in mind, I don't see any serious flaws in the Chinese kit, except for one intriguing feature.

What the hell are those tiny beer caps, moulded in equal rows on some inner surfaces, supposed to be, you may ask. Well, that's how the Chinese tried to replicate the rubber lining present inside the real VBL.

The parts count is supplemented with a clear sprue, including windows and lamp shades, a basic photo-etched fret, a small decal sheet, and a length of wire intended for using as a towing cable. All of these are packed into separate cellophane sleeves, that are attached to a piece of cardboard for better protection.

The tyres are made of rubber. They aren't bad, but perhaps a bit too rigid. Those modellers who don't like to work with rubber, may choose to replace them with resin wheels, from Blast Models which turn out to be almost a direct copy of the tyres and wheel hubs from the Chinese kit. The only differences are that the masters seem to be prepared with insufficient care, though a fine weighted effect was added to the tyres.

Upon closer inspection, the plastic parts look reasonable. Details are quite crisp and not oversimplified, although the surfaces are not as smooth as those in kits from the major manufacturers. One may also find some small burrs on various edges.

Most of the smaller parts are also reproduced fairly well. The overall moulding quality is comparable, or slightly better, than those found in the recent Academy kits.

Of course, the parts aren't devoid of ejector pin marks, but it must be recognized that they're usually located in a reasonable place, so as not to interfere with the build.

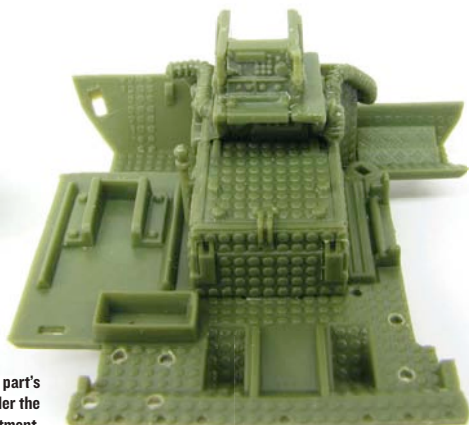
Worth noting is that the saddlebags aren't crude, and they also differ from each other. This is a rare feature for injection moulded kits. Good job! ►

INTERIOR ASSEMBLY

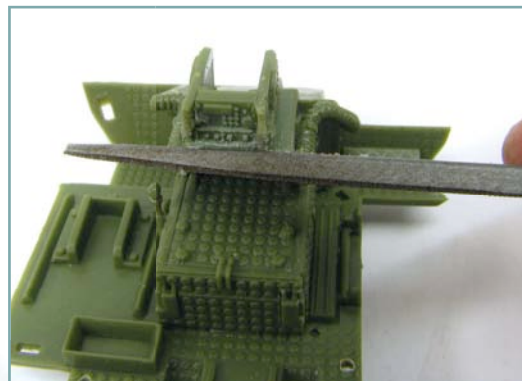
Construction started with the interior. In this area I mainly had to deal with some minor simplification, and add some missing details.



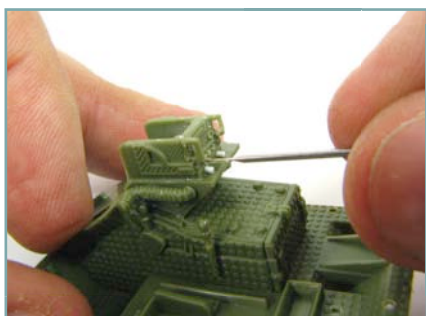
Firstly, I enhanced the 3D appearance of a lever, which was moulded together with the cabin wall. I also hollowed out the handles located near the radio.



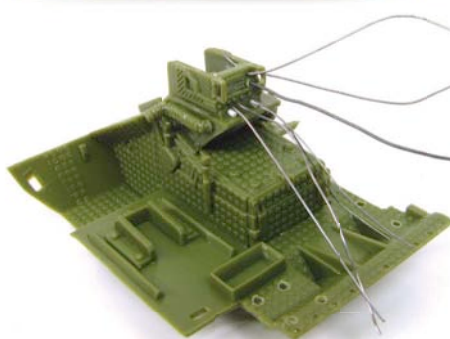
Due to this specific part's breakdown, the rack under the radio required serious treatment.



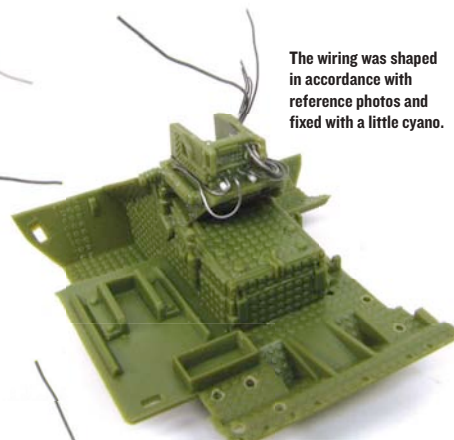
Once I'd filled all the gaps, I had to sand the surface with a metal file in order to make it flat.



I then focused on the radio itself. My first step was to drill out tiny apertures in the cable connectors...



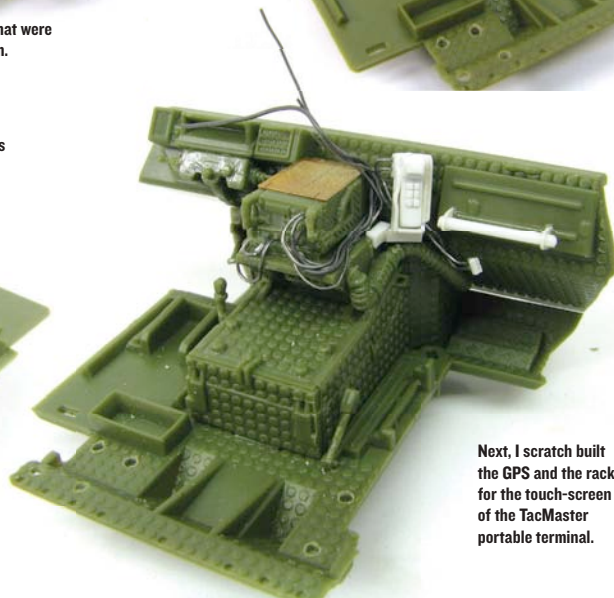
...and plug lengths of lead wire that were of various thicknesses, into them.



The wiring was shaped in accordance with reference photos and fixed with a little cyano.



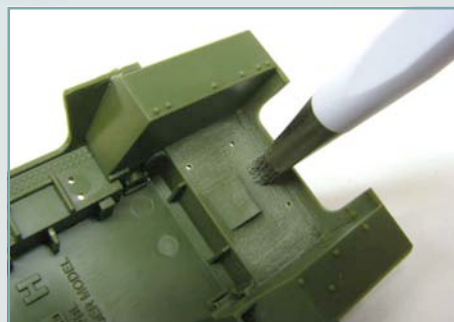
At this stage, I had to ensure that the wires fitted the remaining parts of the hull.



Next, I scratch built the GPS and the rack for the touch-screen of the TacMaster portable terminal.



The latter also had to be made from pieces of scrap plastic. However, to allow for easier painting, I didn't attach it permanently at this point.



Before I could put together the larger parts of the interior, I had to get rid of ejector pin marks. In the case of the floor surface, I used a scratch brush with interchangeable bristles, made from glass fibre, steel and brass.



For more accessible areas, a simple flat metal file was enough.



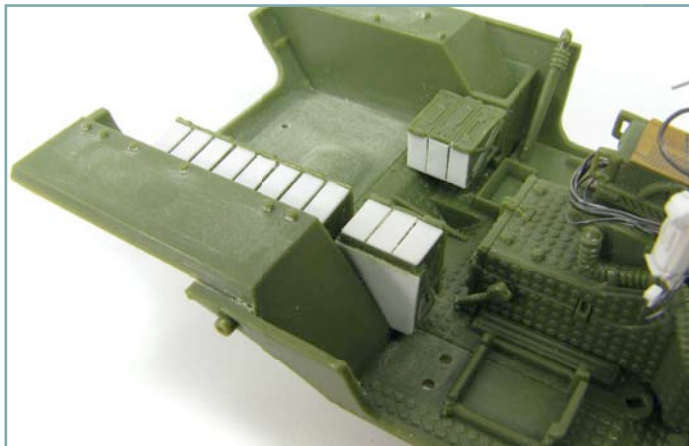
Now it was time to assemble the seats. I filled the minor gaps with a little cyano. The adjustment levers of the driver and passenger's seats were created from lengths of 0.5mm copper wire.



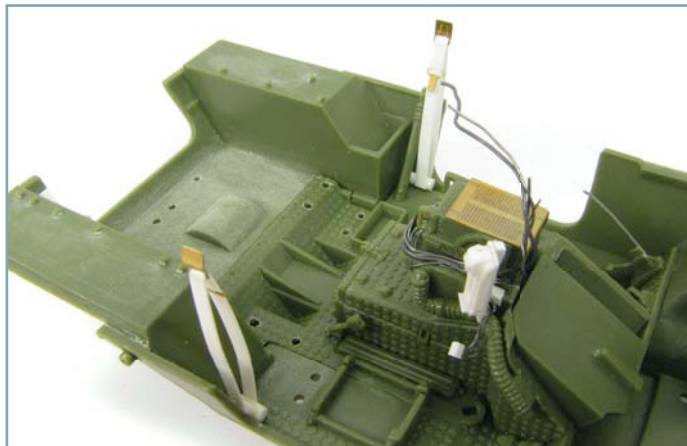
I also added other missing details, including the brake cable.



Once I'd completed the ammo boxes, quite large gaps emerged at the joints. Instead of laborious filling, I chose to slightly sand the joint areas and tape them with pieces of 0.25mm styrene strip.



Another piece of styrene strip was glued to the floor, allowing for easier attachment of the boxes.



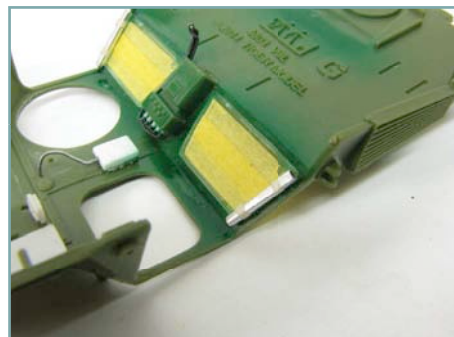
Despite the kit actually containing the seatbelt buckles, the belts themselves were not represented. To fix this strange omission, I used lengths of 0.25mm styrene strip and some properly adjusted, spare photo-etched parts.



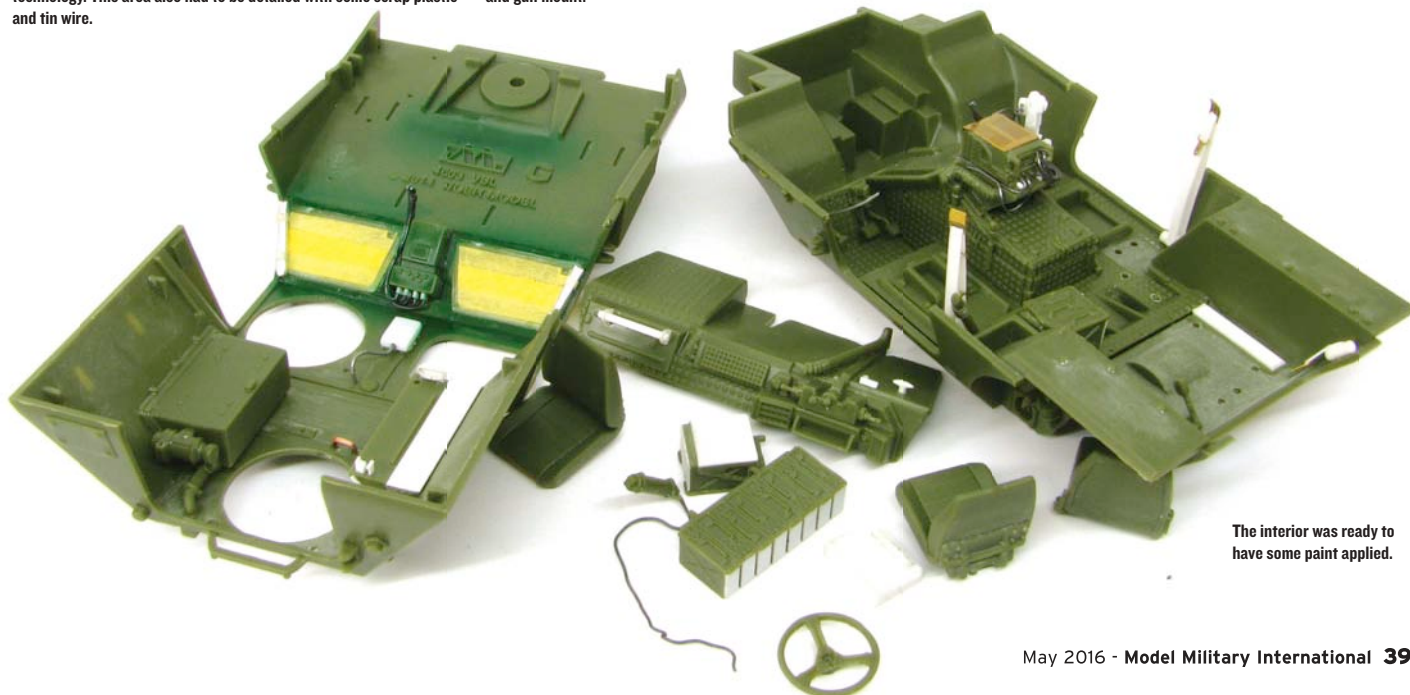
The inner surface of the upper hull half was riddled with ejector pin marks, that had to be sanded off. Thank you, slide-moulding technology. This area also had to be detailed with some scrap plastic and tin wire.



The fold-out shelf included in the kit was over-simplified. Again, I had to use pieces of styrene sheet to recreate the missing details and gun mount.



After masking off the windows, I added their rolled-up coverings. These were made from aluminium foil.



The interior was ready to have some paint applied.



I began by priming the surfaces with Tamiya XF-62 'Olive Drab'.



A few transparent layers of Mr.Color C66 'Bright Green' base tone were airbrushed in such a way that the olive drab priming coat still showed through them in various corners.



Next, I highlighted the edges and chosen detail with a heavily diluted mixture of base colour and Mr. Color C20 'Light Blue'.



Details and black areas were brush painted with various vinyl-based acrylics from Vallejo, AK-Interactive, Ammo MIG and Lifecolor.



For the seat belts, I used a mixture of Vallejo 70345 'Splinter Camouflage Base' and AK-Interactive AK798 'Gunmetal'...



...whilst the window frames and coverings were finished with Vallejo 70988 'Khaki' and 70819 'Iraqi Sand'.



The seats were base coated with Mr. Color C40 'German Gray'. I then added some subtle highlights with heavily diluted Mr. Color C305 'FS36118 Gray'.



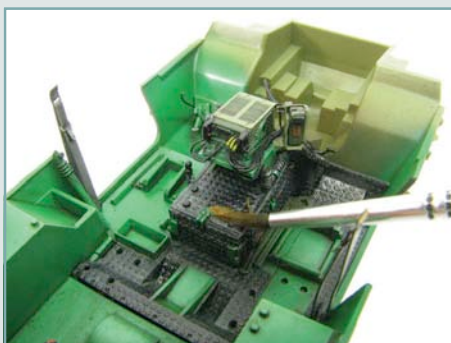
The details in the green zones were brought out with AK-Interactive AK026 'Slimy Grime Dark', which had been diluted with white spirit.



Before the enamel fully dried, I removed the excess with cotton buds.



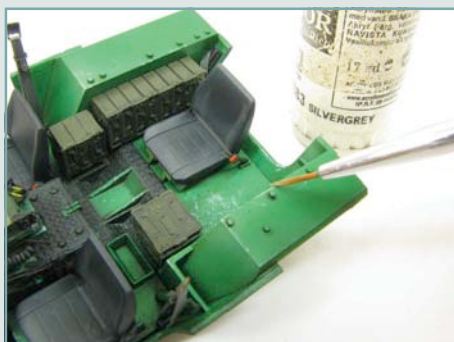
AK-Interactive AK067 'Streaking Grime for DAK vehicles' was used to emphasize the detail on black surfaces.



In this case, the excess enamel was removed with a brush, that had been slightly dampened with white spirit.



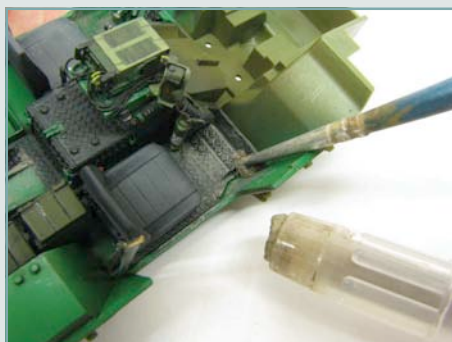
Other areas were accentuated with AK-Interactive AK045 'Dark Brown Wash'.



I sealed the paintwork with a layer of satin varnish, and subsequently proceeded with the chipping process. Firstly, I brush painted some fine scratches with heavily diluted Vallejo 70883 'Silver Grey'.

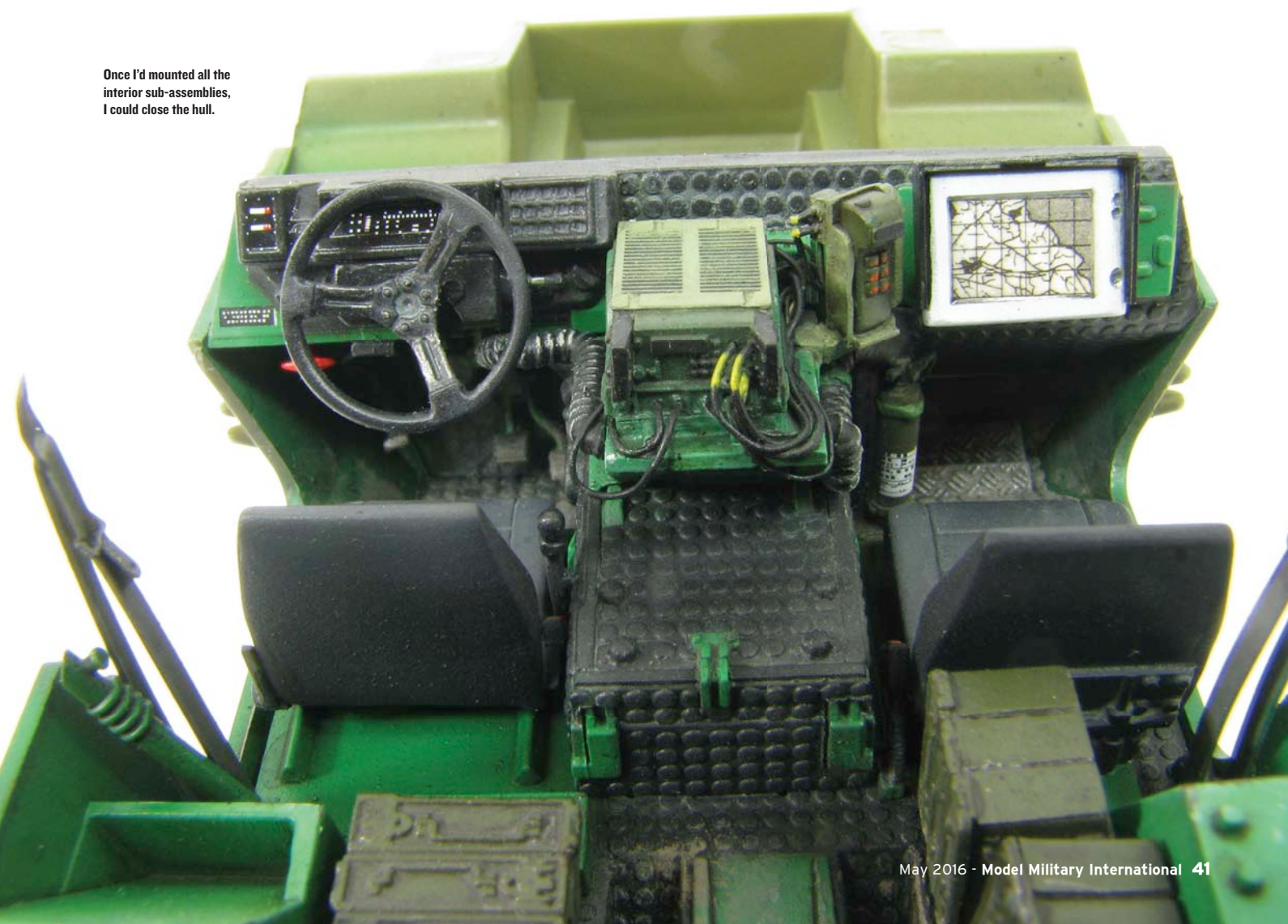


More intense abrasion down to bare metal, was added here and there using an 8B pencil.



Afterwards, I replicated a little dirt on the floor with Tamiya Weathering Stick 'Mud'. The compound was applied with an old paint brush, that had been slightly dampened with water.

Once I'd mounted all the interior sub-assemblies, I could close the hull.



HULL



The hull halves fitted like a glove. Tamiya Extra Thin Cement was used to seal the joint areas. Of course, in a few zones I still had to get rid of minor irregularities of the surface.



The edges of door apertures also required smoothing. To make the sanding process easier, I cut out the fuel filler cap, and later restored it using a piece of styrene sheet.



I progressively added subsequent sub-assemblies and details, and some of them needed more attention than others. The springs of the front suspension had to be carefully sanded with a metal file. I then 'painted' them with Tamiya Extra Thin Cement in order to dissolve any plastic dust that remained in the recesses.



In accordance with the instructions, my next step was to mount the mudguards. This turned out to be a mistake, as their presence made it more difficult to fill a tiny gap in the front part of the hull.



The brake cables were made from 0.3mm lead wire.



I now had to improve the engine hatch bumpers, which unfortunately were not provided as photo-etched parts. Firstly, I hollowed them out with 0.3mm drill. The resulting apertures were given a square shape using a sharp Olfa knife.



Next, I added the anti-slip coating by painting the chosen areas with Tamiya Extra Thin Cement, and then pouring silica sand over them. The excess sand was removed with a dry brush. The anti-slip coating was then fixed with another thin layer of Tamiya Extra Thin Cement.



The most usable part of the kit's photo-etched fret, is a mesh for the engine cooling fan. Flat metal parts such as this, may be attached to the plastic with Tamiya Extra Thin Cement. The plastic softened by this adhesive, together with the further applied coats of paint, will sufficiently secure the photo-etched part.



As the clasps on the mesh were flat, I enhanced them with some styrene pieces.



The inner sides of the hatches featured large recessed ejector pin marks, that wouldn't be easy to remove.



Fortunately, these areas in the real vehicle are covered with a soft lining. I represented this by applying a layer of Mr.Hobby two-part epoxy putty.



The same product was used to thicken the plastic tarpaulin fixed to the hull side.



Many VBLs are equipped with a cable cutter, which prevents the gunner from losing his head. The fittings for this are located on the vehicle's bonnet, and were replicated with pieces of 0.25mm and 0.5mm styrene sheet.



The mast of the cable cutter was scratch built from pieces of 0.25mm styrene strip. If you put plastic parts on a metal pad for the gluing process, you don't need to worry about any leaking adhesive, as the fixed plastic parts can be easily detached from the metal surface without damaging them.



Finally, I added the support struts, made from lengths of 0.5mm styrene rod. The entire sub-assembly was left separate for the painting stage.



Both the machine gun and its mount were over-simplified, considering the scale of this kit. The solution was simple: I had to create a special cover that I've seen on numerous reference photos. I began by gluing a piece of 0.5mm styrene sheet into the aperture of the gun base.



Various styrene bits were used to build the basic shape of the gun cradle and ammo box rack.



The dummy gun mount was then wrapped around with a thin layer of two-part epoxy putty. Next, I formed some folds and wrinkles on the surface, using a special DIY tool that I usually employ for various sculpting tasks.



To get the kit ready for the painting process, I had to assemble and prepare a number of details, including tools, personal crew weapons etc. As usual, many parts and sub-assemblies were left separate for the forthcoming stage.

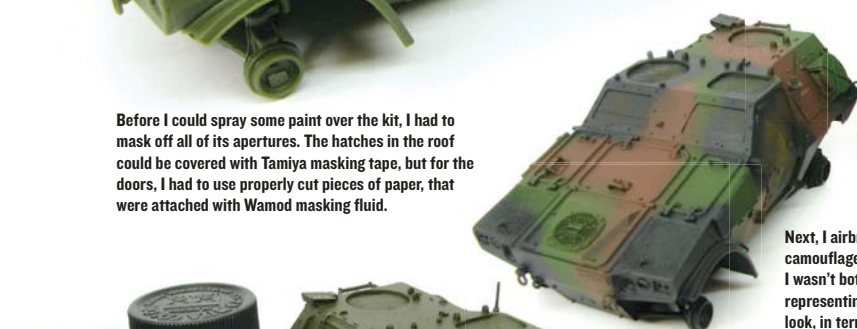
PAINTING



Before I could spray some paint over the kit, I had to mask off all of its apertures. The hatches in the roof could be covered with Tamiya masking tape, but for the doors, I had to use properly cut pieces of paper, that were attached with Wamod masking fluid.



Small parts and sub-assemblies were temporarily fixed to Tamiya clamps or hypodermic needles.



Next, I airbrushed a tri-colour camouflage scheme over the hull. I wasn't bothered about 100% representing how this actually would look, in terms of both colour accuracy or position and shape of particular patches, as this was only a basecoat for the subsequent chipping process.



The lower surfaces were primed with Tamiya XF-1 'Flat Black', whilst the remaining areas received a priming coat of Tamiya XF-62 'Olive Drab'.



Once the paint layer had fully dried, I applied AK-Interactive AK088 'Worn Effects Fluid'.



This allowed me to create the final painting scheme. I sprayed the kit with a mixture of Tamiya X-2 'White' and X-21 'Flat Base', diluted with isopropyl alcohol.



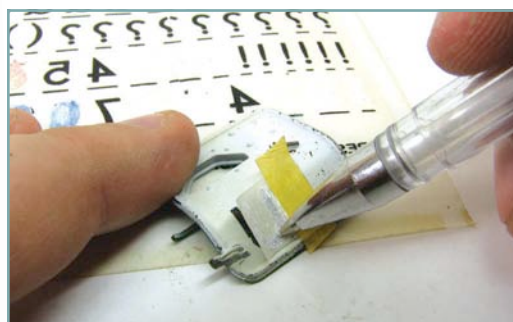
Taking advantage of the previous application of the 'Worn Effects Fluid', I dampened the surface with water, and damaged the white paint layer with an old brush.



To add scratches of various shape, I also used a toothpick and blunt edge of a scalpel blade.



The shadows and some vertical streaks were added with heavily diluted Tamiya XF-55 'Deck Tan'.



The paintwork was then protected with a layer of satin varnish. The UN markings were sourced out from an old dry transfer sheet. These were more prone to being damaged in a realistic way that any wet decals simply couldn't be.



The tools and other accessories were brush painted with vinyl-based acrylics from Vallejo, Lifecolor and AK-Interactive.



The details were accentuated with AK-Interactive AK093 'Wash for Interior'. I applied the enamel fluid into the various nooks and crannies, and around the protruding detail. The excess was removed or distributed with a brush, that had been dampened with AK011 'White Spirit'.



The areas painted in other colours were emphasized with AK-Interactive AK045 'Dark Brown Wash'.



To finish the blinkers, that were made from clear plastic, I firstly painted their rear sides with Vallejo 77724 'Silver'. Next, I applied small amounts of AK-Interactive AK265 'Clear Red' and AK267 'Clear Orange' over the lampshades, and darkened their edges with Vallejo 70950 'Matte Black'. Afterwards, I mounted the blinkers in their correct positions, using clear varnish as the adhesive.



The FAMAS assault rifles were primed with matte black paint. I then added a metallic sheen to them by wiping their fiberglass surfaces with 'Chrome Polishing Powder' from Uschi van der Rosten. The handles, which on the real rifles, were made of a different type of plastic, were carefully brush painted with Vallejo 70861 'Glossy Black'.



I could now glue the rifles and saddlebags to the doors.

WEATHERING

The photos of real VBLs in UNIFIL service show that the vehicles are usually well-maintained. Therefore, I had to be moderate at this stage. I started by airbrushing a misted application of slightly diluted AK-Interactive AK082 'Engine Grime' enamel over the running gear area and lower surfaces in general.

The same product was sprayed over the doors, but in this case I pointed the airbrush at a specific angle, in order to replicate the dirt splashed over this area by the front wheels.

Before the enamel had dried, I removed it from various exposed details, using a dry cotton bud. It is important to move the cotton bud in a rolling motion, instead of wiping the surface, as

this allows us to achieve a more subtle effect, and vary the intensity of application.

Next, I slightly dampened a paint brush with white spirit, and created some rainmarks over the vertical surfaces.

Afterwards, I poured some AK-Interactive AK4062 'Light Dust Deposit' into my airbrush cup, and sprayed this over the same areas that were earlier treated with 'Engine Grime'.

Once the product had dried and it's layer became fully visible, I added more variety to the overall dirt effect, using a toothpick. I rolled it over the surface and scratched the latter with end of a toothpick, creating some 'damage' to the dirt layer.

The wheels were weathered in similar way, but in this case I also accentuated the tire tread by tapping the surface with Tamiya Weathering Stick 'Light Earth'.

The finished wheels could be attached to the vehicle.



FIGURE

When I decide to pose in the open position, any hatches or doors on a kit, I always want to justify this decision. It was to be no different in the case of the VBL. As I wanted to show as much of its interior as possible, the idea was that the scene would capture the moment of cleaning the vehicle, but I needed a suitable figure. During a quick inspection of my stash, I found a set from Bravo 6, that included two U.S. soldiers from the Vietnam era.

I chose the figure that carried a jerrycan, although instead of the latter, he would hold a vacuum cleaner. Of course, the figure had to be correctly adjusted to resemble a French soldier. I began by re-shaping the boots and trouser leg ends.

Two-part epoxy putty from Mr.Hobby was used to create the new trouser leg ends and boot uppers. I also had to modify the pockets. I cut off the original ones...



...and sculpted a replacement on the left trouser leg, using the aforementioned epoxy putty.

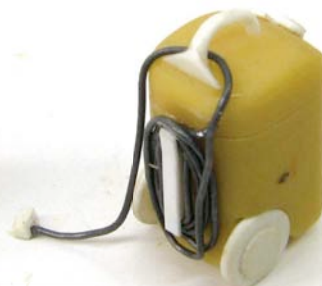




Before I could deal with the right pocket, I had to scratch build the vacuum cleaner. I took a cylindrical resin tank from my spare part stash...



...and cut this to a correct size and shape.



Using a rotary tool, I milled out the recesses where the wheels would be mounted. The latter were created from various styrene bits. Next, I added a power cord, made from 0.3mm lead wire.



The handle was made in such a way, that it could be partially disassembled. Afterwards, I fitted it to the right hand of the figure.



As the vacuum was larger than the jerrycan that had been originally supplied with the figure, I had to slightly modify the area at the junction of the arm and torso.



Once I had adjusted the head, the figure was ready for the painting process.



As usual, my first step was to apply a priming coat of Tamiya XF-1 'Flat Black'. The figure was then airbrushed with some gray paint from above, in order to make further shading easier.



The head and arms were painted with three flesh tones from AK-Interactive AK3010 'Flesh and Skin Colors' set.



French soldiers usually wear buttoned service shirts, but my figure had a casual t-shirt, which could act as civil clothing. Therefore, I painted it in black, using three acrylic colours from AK-Interactive AK3001 'Panzer Crew Black Uniforms' set. It was obvious that a black t-shirt should feature some kind of a rock band over-print. The name of a French punk rock band was painted with Vallejo 70820 'Offwhite', using a very fine brush



To apply the camouflage pattern over the trousers, I mixed a bunch of Vallejo acrylics.



After painting the boots, I still had to deal with the vacuum cleaner. I airbrushed it with an even layer of Mr.Color C113 'RLM04 Yellow', and subsequently brush-painted the details with Vallejo 70950 'Matte Black'. I then collected a small amount of Vallejo 70854 'Brown Glaze' with a brush, and tapped a few chosen surfaces in order to simulate some dirt.



The finished vacuum cleaner was glued to the right leg of the figure.

BASE

The scene I planned didn't require a sophisticated background. All that I needed was a piece of concrete pavement. Firstly, I built a box structure from 5mm balsa wood, and put a piece of 1mm-thick foam covered PVC sheet on top of it.

The bottom of the latter was reinforced by adding a smaller piece of foam covered PVC sheet, that was adjusted within the walls of the wooden box structure.

Afterwards, I set up the positions of the kit and figure, still keeping the ground pieces separate.

This allowed me to attach the vehicle to the ground, using a few screws. For this purpose, I had to drill a number of small apertures within the rubber wheels and plastic wheel hubs.

Next, I temporarily filled the holes with screws, in order to mark their positions on the PVC sheet.

Once I'd drilled the apertures in the PVC ground, I test-fitted it to ensure alignment was correct.

Using an Olfa scriber, I created the joints between the pavement slabs.

To make the resulting slits more irregular, I deepened them randomly with a metal file end.

The scribed lines were then darkened with some black paint.

The further stages were a total improvisation. Basically, I airbrushed irregular lines and patches of various gray tones from both Tamiya and Mr.Hobby ranges. During this process, I

often changed the level of paint dilution in order to achieve different intensities of application in chosen areas.

The dirt was added using a few fluids from AK-Interactive and Ammo MIG. I dampened the surface with white spirit, brushed on tiny drops of the enamels, and then quickly distributed over these over the surface.

I could now fix the vehicle and figure to the base. By tightening the screws, I created the sag on the wheels. The final touch was to mount the doors and other details. These would have otherwise been vulnerable to damage whilst manipulating the kit during the previous stages. ■







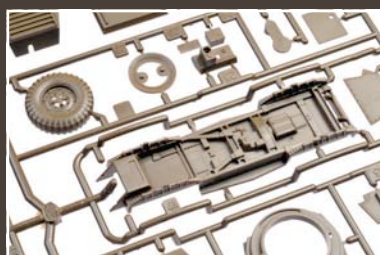
Tamiya's box art.



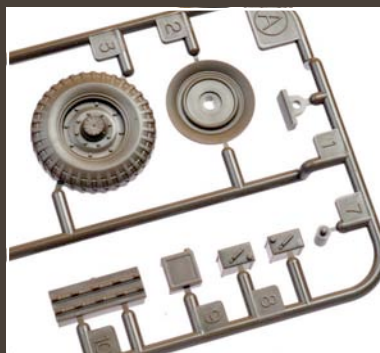
The upper hull is supplied as one part.



The two lower hull sides.



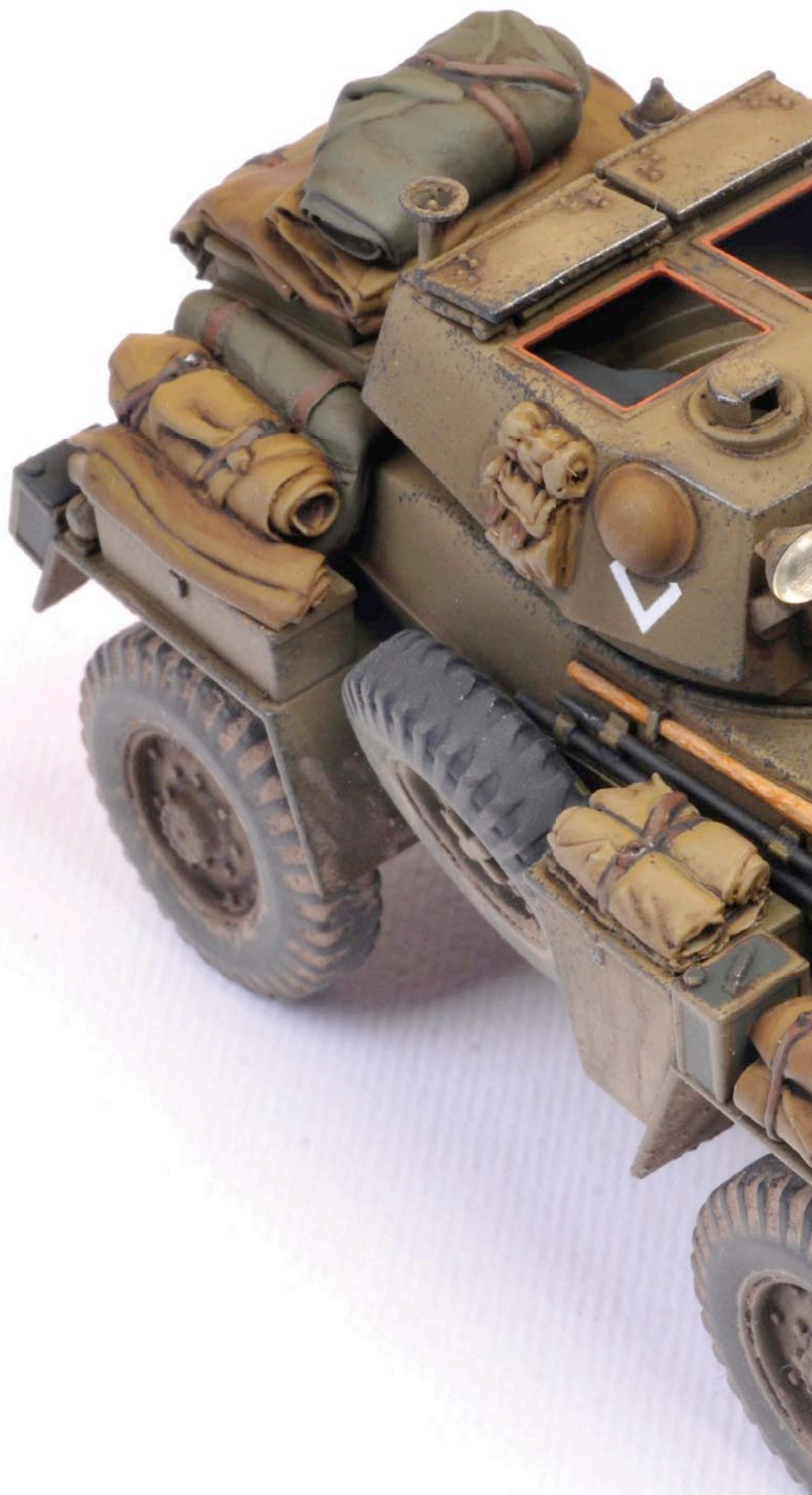
The chassis and hull floor, along with some lower engine and transmission detail as well as leaf springs.



One of the two-part wheels.



The well-sculpted Commander figure. I haven't used him - yet!



ARMoured RECONNAISSANCE

Brett Green builds and adds stowage to Tamiya's brand new 1:48 scale Humber Mk.IV armoured car.



The Humber Armoured Car was one of the most widely produced British armoured cars of the Second World War.

It supplemented the Humber Light Reconnaissance Car and remained in service until the end of the war.

Manufactured by the Rootes Group, the Humber was essentially a combination of the Karrier KT 4 artillery tractor chassis and the armoured body of the Guy Armoured Car. The KT4 was already in production for the Indian Army, and Guy were having problems with the production levels required. The Karrier name was dropped to avoid confusion.

The first order for 500 was placed in 1940. The first Humbers were more or less identical to the Guy down to the faults in armour but this was rectified. Production started in 1941.

The Mark III improved upon the Mark II by providing a three-man turret. Mark III production ended in 1942 after 1,650 had been built. With a possible replacement, the 2-pounder armed Coventry armoured car, on its way, the Mark IV was designed. This put the US 37 mm gun in the turret but at the cost of one crewman. The Coventry was not ordered as a replacement and so production of the Mark IV continued for a total of 2,000 despite its flaws.

The vehicle was used in the North African Campaign from late 1941 by the 11th Hussars and other units. It was also widely used in the European theatre by reconnaissance regiments of British and Canadian infantry divisions. A few vehicles were used for patrol duty along the Iran supply route.

A British Indian Army armoured car regiment, partly equipped with Humbers, served in the reconquest of Burma.

After the Second World War, the Humber was employed by Egypt in 1948-49 as well as by Burma, Ceylon, Cyprus, Denmark, India, Mexico, the Netherlands and Portugal.* ►

◀ TAMIYA'S 1:48 BRITISH 7 TON ARMORED CAR MK.IV

Tamiya continues its ongoing commitment to 1:48 scale military models with this brand new Humber Mk.IV labelled coyly, but quite descriptively, as "British 7 ton Armored Car Mk.IV".

The kit is made up from 81 parts in olive coloured plastic - one main sprue and small twin sprues with running gear and stowage parts - plus markings for one vehicle.

Despite its relatively small size, the kit offers separate crew hatches, separate driver's visor, rotating turret and elevating gun.

Surface detail is excellent, as you would expect. It comprises mostly raised detail for the hatches, doors and rivets, plus nicely moulded hinges. Ejector pin circles are limited to areas that cannot be seen once the model is built.

A nicely sculpted and well animated Commander figure is supplied. On vehicle equipment includes various tools, POW cans and stowage boxes. The spotlight lens is provided as a solid olive-coloured plastic part. A few of the details are a bit thick or overscale, including the front brush guards and the smoke dischargers.

The tyres are moulded in two pieces each from polystyrene plastic and the outside hub and tread texture look good. There is a small raised moulding seam along the centreline of each tyre and not really any detail on the back of the wheels. The wheels are attached to the axles by simply gluing them in place - no poly caps here.

CONSTRUCTION

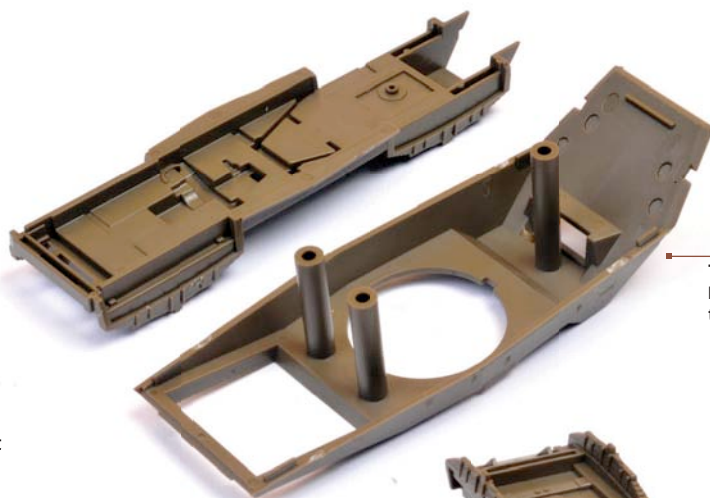
Typically for Tamiya's 1:48 scale military vehicle kits, this was a very fast and straightforward build. I cut the first parts from the sprues at 3:00pm, and had basic construction finished by 8:00pm the same day, including a break for school pickup and dinner!

There are no tricks or traps to speak of, and fit is as good as you would expect of a new Tamiya kit.

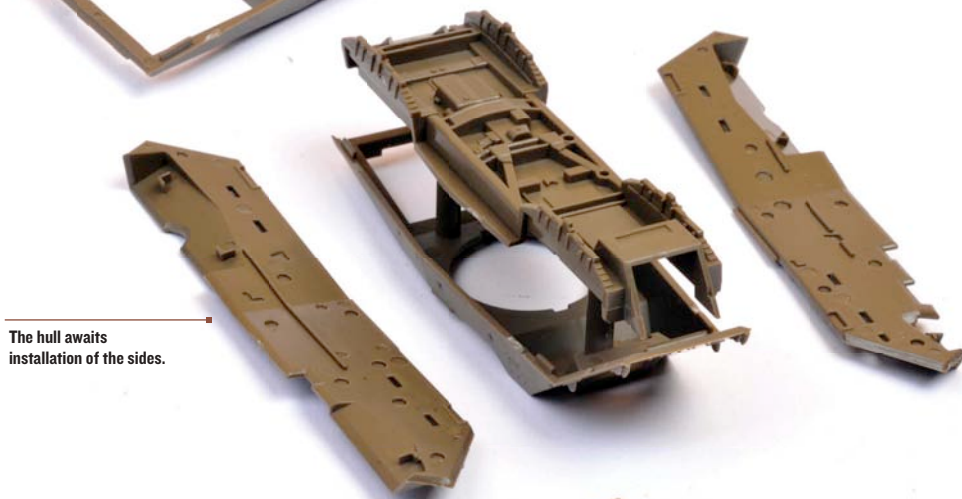
The only additional tasks were to sand the seam on the centrelines of the tyres, thin the inside of the smoke discharger openings and to replace the spotlight cover with a reflective lens from Little Lenses.

I did think that the model looked a little bare straight from the box. I therefore added some scratch built packs and tarps from Kneadatite two-part epoxy putty, plus 1:48 scale British packs and boxes from Black Dog and Verlinden resin sets.

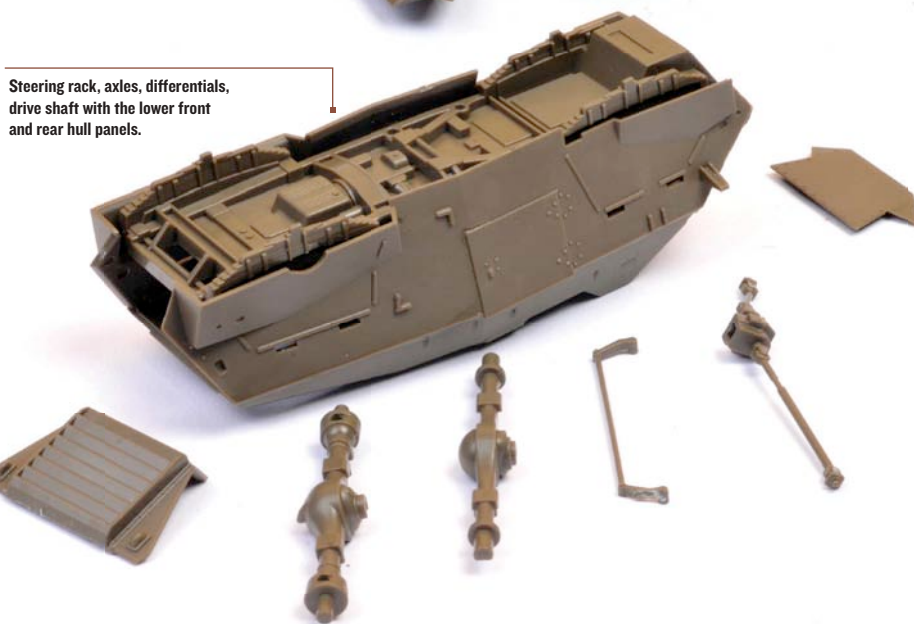
A few photos show rope bumpers on Humber Mk.IVs in Normandy. I made three attempts at recreating these using string and two thicknesses of soft wire, but I was not happy with the result and added a chain to the front of the vehicle instead. ▶



The upper and lower hull parts are joined via three plastic tubes.



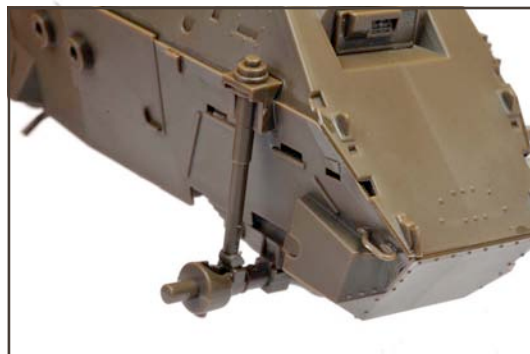
The hull awaits installation of the sides.



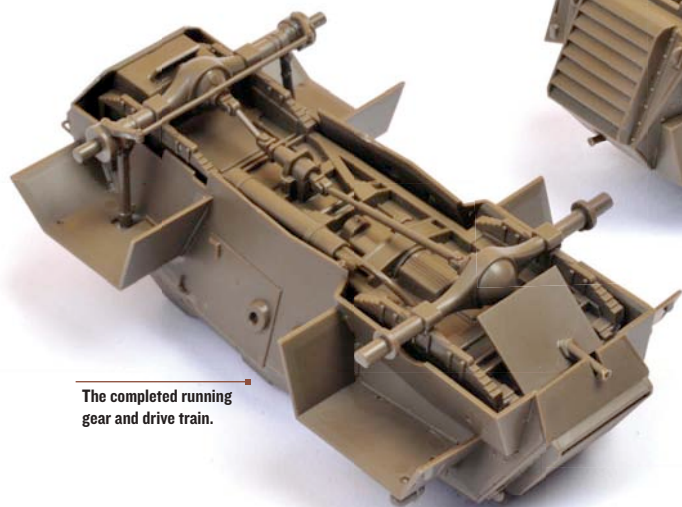
Steering rack, axles, differentials, drive shaft with the lower front and rear hull panels.



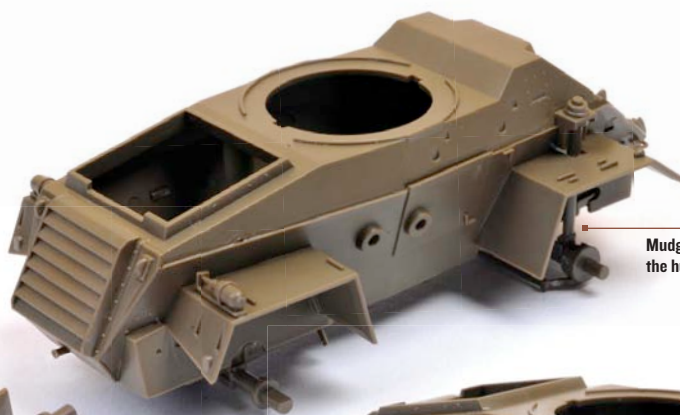
I drilled out the end of the exhaust.



The long shock absorbers are attached to the vehicle before the mudguards.



The completed running gear and drive train.



Mudguards are attached and the hull awaits detail parts.



Detail parts have been added to the hull.

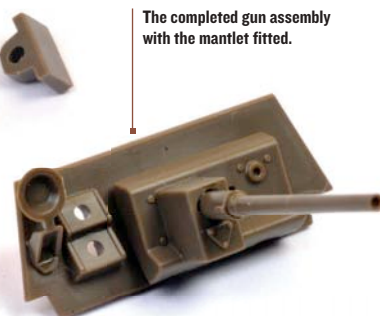


The circumference of the tyres were sanded with a coarse sanding stick.

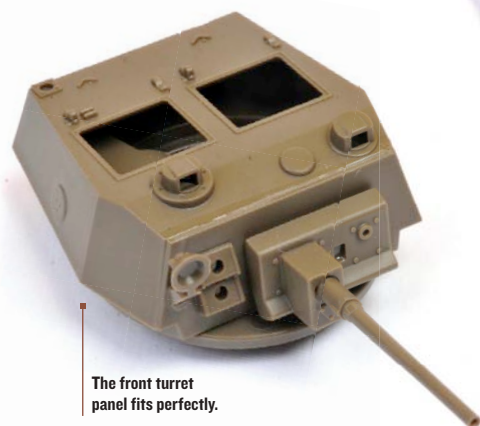
If one or both of the turret hatches are to be posed open, they must be cut into two halves.



If one or both of the turret hatches are to be posed open, they must be cut into two halves.



The completed gun assembly with the mantlet fitted.



The front turret panel fits perfectly.



Basic construction is complete.

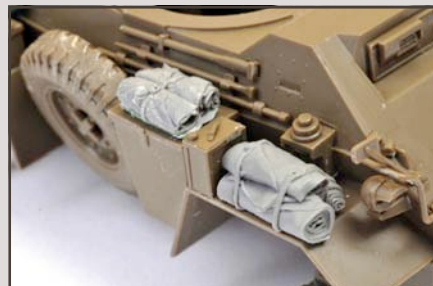
“Typically for Tamiya’s 1:48 scale military vehicle kits, this was a very fast and straightforward build...”



A number of packs, rolls and other stowage were selected from various Value Gear and Black Dog sets.



I made three attempts at making rope bumpers from string and two thicknesses of soft wire, but I was not happy with the result.



Two of the Value Gear packs. The pack on the stowage bin is sitting on top of a base of Kneadatite putty to avoid that floating look!



Two large tarpaulins were rolled from Kneadatite two-part epoxy putty.



These custom putty tarps tie the solid resin stowage to the unique contours of the vehicle.



The jerry cans came from a Black Box set.

PAINTING

With all the stowage in place, the model was first sprayed with two coats of Tamiya's Grey Primer straight from the can.

I had just received a sample of the new Sparmax Max-4 airbrush from The Airbrush Company, so I took the opportunity to try it out on this model. I was very pleased with the results.

The base colour is Mr Color's lacquer 304 - FS34087 Olive

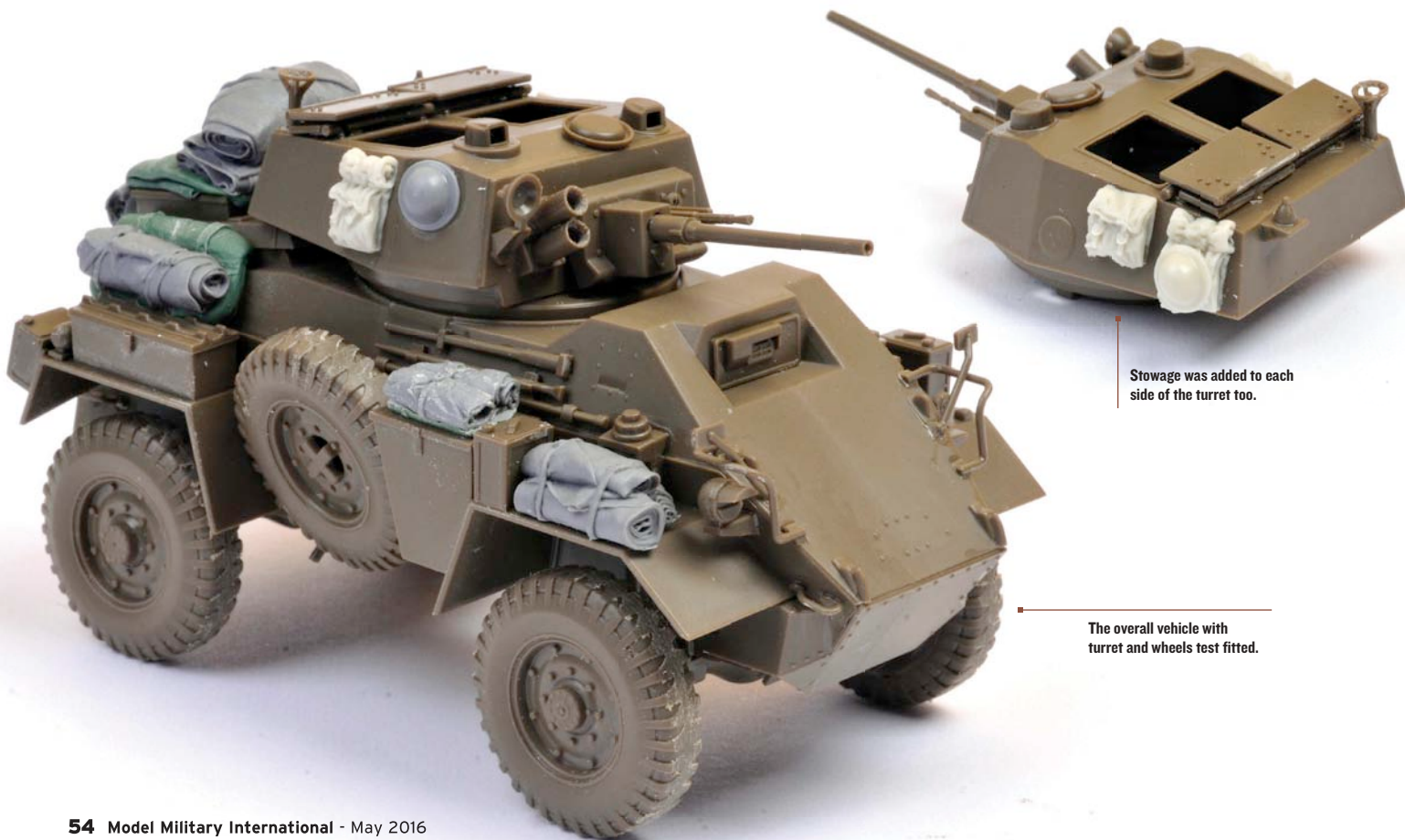
Drab. I sprayed a lighter shade on horizontal surfaces, near the top of the turret and hull sides, and the top third of the glacis plate. This was a mix of Mr Color Olive Drab and a decanted quantity of Tamiya TS-68 Wooden Deck Tan (a spray can colour).

Initial weathering comprised an overall brushed coat of SIN Industries P423 Dark Green Grey Filter. When this had dried, I applied a more selective pin wash using

Winsor & Newton Oil Colour 35 - Raw Umber, thinned with mineral turpentine. The turps was also used to clean up any stray wash.

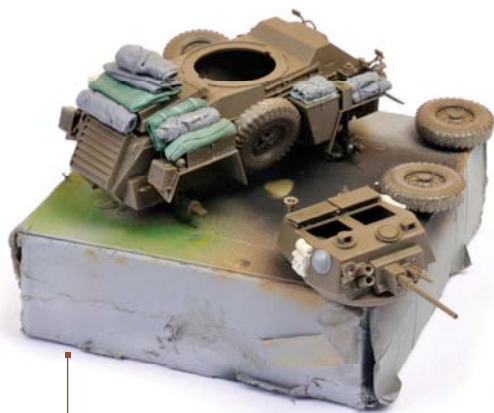
The model was now sprayed with three thin coats of Future Floor Polish, and decals were applied. I wanted to finish my Humber in markings from an Armoured Reconnaissance Regiment of 11th Armoured Division in Normandy. Decals are from Fighting 48th! and Archer Fine Transfers.

I was planning to replace the kit serial with a set of Humber Mk.IV serials from another Archer Fine Transfer set. In fact, I had already carefully rubbed the decals down onto the model before I realised that I had lined up the serial with the off-centre driver's visor, not the centre of the vehicle. I reluctantly ripped off the rub-down transfers with a piece of masking tape and cut up the Tamiya serial decal to create a different number instead. ►



Stowage was added to each side of the turret too.

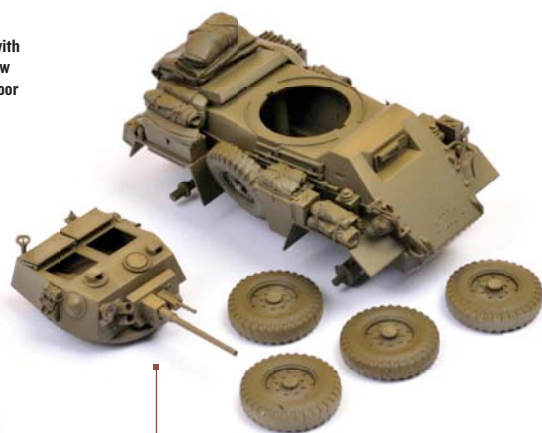
The overall vehicle with turret and wheels test fitted.



The elements were temporarily attached to a small box to make handling easier during painting.



The model primed with two white metal crew figures from Dartmoor along for the ride.



The base colour is Mr Color's lacquer 304 - FS34087 Olive Drab. A lighter shade was also sprayed on upper surfaces.



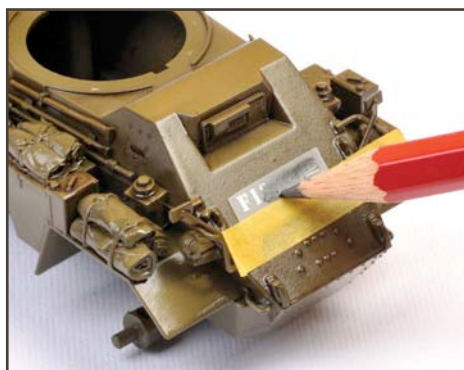
Initial weathering comprised an overall brushed coat of SIN Industries P423 Dark Green Grey Filter.



A more selective pin wash was applied using Winsor & Newton Raw Umber oil paint thinned with mineral turpentine.



I was planning to replace the kit serial with a set of Humber Mk.IV serials from another Archer Fine Transfer set.



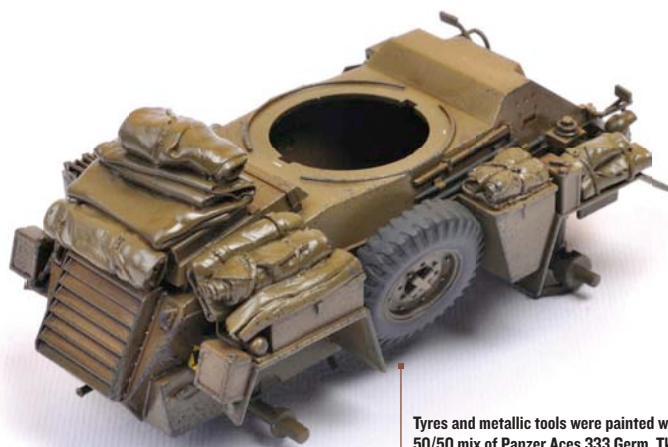
The decals were taped to the model and carefully rubbed down.



Unfortunately, I had lined up the serial with the off-centre driver's visor, not the centre of the vehicle. I ripped the transfers off with masking tape.



The final decals included Tamiya's serial number chopped up and re-ordered. Arm of Service and unit markings are from Fighting 48th! and Archer Fine Transfers.



Tyres and metallic tools were painted with a 50/50 mix of Panzer Aces 333 Germ. Tkcr. (Black) and 337 Highlight Ger. (Black).

FIFTY SHADES OF DRAB

Well, maybe not quite fifty, but I did want to break up the single colour of the basic vehicle.

I thought the best way to do this was to use the stowage as a colour showcase. Even so, I did not want a harlequin finish so I chose shades that were similar to the Olive Drab base colour, but with enough variety to create some visual impact.

A selection of Vallejo paints were used:

- Vallejo Model Color -70893 US Dark Green; 70921 English Uniform; 70988 Khaki.
- Vallejo Panzer Aces -317 British Tankcrew; 318 US Army Tankcrew.

Straps were picked out with Panzer Aces 312 Leather Belt, while 333 Germ. Tkcr. (Black) and 337 Highlight Ger. (Black) were employed for shading, outlines, tyres and metallic objects including tool heads, the jack and the machine gun barrel.

The painted stowage was now brushed with a wash of Raw Umber oil paint, once again thinned with turpentine.

Wooden tool handles were painted with a base coat of XF-59 Desert Yellow, with a thinned coat of XF-26 Clear Orange, followed by fine streaking with Vallejo Model Color 847 Dark Sand.

The model was now sprayed with two thin coats of Alclad Flat Clear lacquer, then treated to dark brown-black "chipping" using J's Work Chipping Effect Pen Set.

The lower areas of the vehicle were sprayed with a very thin coat - around 10% paint and 90% thinner - of Tamiya XF-57 Buff, representing dust kicked up from the ground.

Easy Mud - 21105 European Earth was stippled onto the wheels, tyres and the lower surfaces of the vehicle including the insides of the wheel arches. I rubbed most of the Easy Mud off the wheels and tyres using a soft cloth, leaving a pleasing residue in the treads and behind the raised hub detail.

The very last job was to highlight some of the edges of the vehicle and the machine gun with a 2B pencil.

CONCLUSION

I really like Tamiya's 1:48 scale Military Miniature Series. The models are generally well detailed, with very high quality surface features. They are fast and trouble free to build, and they are quite compact when complete - ideal for dioramas or as stand-alone displays.

Tamiya's new 1:48 British 7 ton Armored Car Mk.IV ticks all of these boxes.

I enjoyed building and painting this nice little kit, and I look forward to placing it in a Normandy diorama with a similarly marked Tamiya 1:48 Dingo in the not too distant future! ■

Modelspec

Tamiya 1:48 British 7 ton Armored Car Mk.IV
Kit No. 32587

Accessories Used:

Tank Workshop Item No. TWS 2568 Ornate Chain
Echelon Item No. M357142 - Mirrors for M117 Guardian
Little Cars 3.5mm Self-Adhesive Lens
Dartmoor 1:48 scale British Crew Figures (white metal)
Fighting 48th! 1:48 scale Decals - British Armoured Divisions NWE, Set 1; Set 3; Set 4; Set 8
Archer Fine Transfers: Item No. AR35084 - British War Department Numbers; Item No. AR77033 - UK & Commonwealth AOS Signs.

Tools and Materials Used:

Tamiya Extra Thin Liquid Cement
Revell Contacta Professional Cement
Selley's Supa Glue
Gator's Grip Acrylic Glue
Kneadatite Blue-Yellow Epoxy Tape
Tamiya Masking Tape (various widths)
Spartan Max-4 Airbrush
J's Work Chipping Effect Pen Set

Paints & Finishing Products:

- Vehicle
- Mr Color 304 - FS34087 Olive Drab
 - Tamiya Spray Can Lacquer - Grey Primer; TS-68 Wooden Deck Tan
 - Tamiya Acrylics - XF-57 Buff
 - SIN Industries - P423 Dark Green Grey Filter
 - MIG Productions - P222 Neutral Wash
 - Winsor & Newton Oil Colour 35 - Raw Umber
 - Future Floor Polish
 - Alclad Flat Clear
 - Easy Mud - 21105 European Earth
 - 2B Pencil
- Stowage & Details
- Vallejo Model Color - 70862 Black Grey; 70893 US Dark Green; 70921 English Uniform; 70988 Khaki; 847 Dark Sand.
 - Vallejo Panzer Aces - 312 Leather Belt; 317 British Tankcrew; 318 US Army Tankcrew; 333 Germ. Tkcr. (Black); 337 Highlight Ger. (Black)
 - Tamiya Acrylics - X-26 Clear Orange; XF-1 Flat Black; XF-59 Desert Yellow.

✓ Simple construction; excellent surface features; good level of detail.

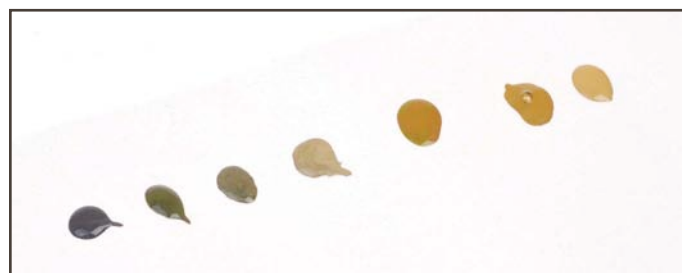
✗ Solid plastic spotlight lens; some simplified detail.

Available from

Thanks to Tamiya for the sample www.tamiya.com
In the UK, Tamiya kits are distributed by The Hobby Company Limited www.hobbyco.net

Rating ●●●●●●●●○

* Historical summary adapted from Wikipedia
https://en.wikipedia.org/wiki/Humber_Armoured_Car



A selection of Vallejo acrylic paints were chosen to paint the stowage.



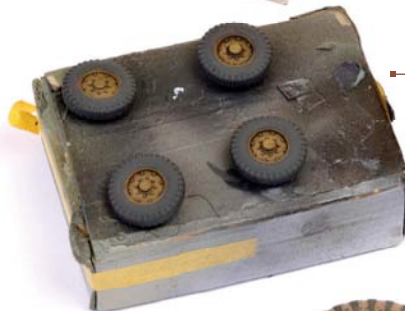
Details and stowage have been picked out by brush. The model awaits a flat coat before final weathering and assembly.



A short length of Tank Workshop chain was fitted to the glacis.



Leftover self-adhesive mirrors from an old project were used on the Humber's mirrors.



The wheels, initially shaded with a Raw Umber oil paint wash.

Final weathering was a stippled coat of Easy Mud, wiped off with a soft cloth before it had completely dried. The residue remains in the low-lying areas on the tread and the rim of the wheels.



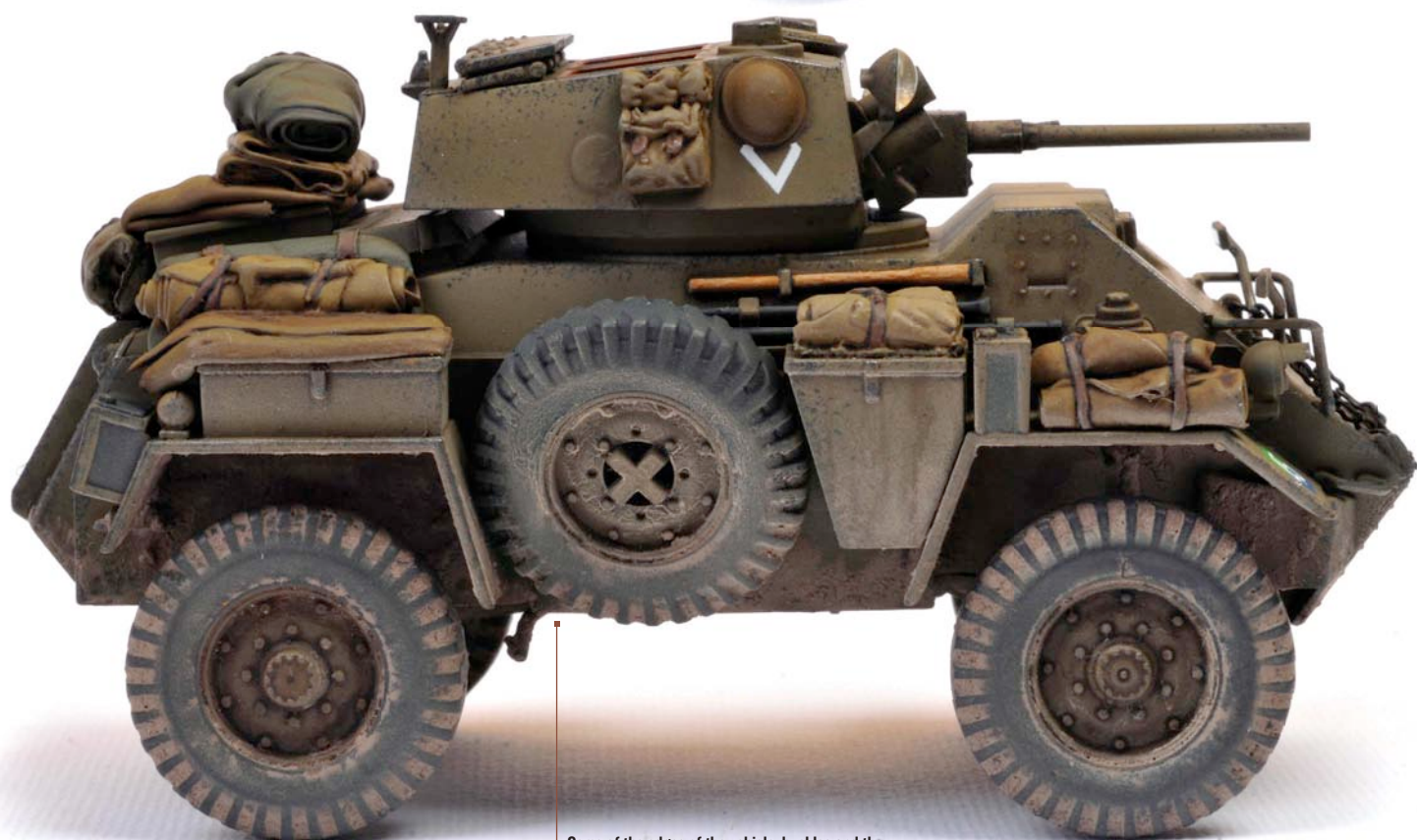


The model was sprayed with two thin coats of Alclad Flat Clear lacquer, then treated to dark brown-black "chipping" using J's Work Chipping Effect Pen Set.



The lower areas of the vehicle were sprayed with a very thin coat – around 10% paint and 90% thinner – of Tamiya XF-57 Buff, representing dust kicked up from the ground.

“I did not want a harlequin finish so I chose shades that were similar to the Olive Drab base colour, but with enough variety to create some visual impact...”



Some of the edges of the vehicle, buckles and the machine gun were highlighted with a 2B pencil.



Figures - A round-up of the latest figure sets on release...

RP MODELS BUSTS

LTC B. VANDERVOORT IN 100MM (USA)

LORD LOVAT IN 100MM (UK)

WW2 SERIES

RP Models from Portugal is one of those companies that, with small steps, is becoming a major force in the scale figure world.

Their most recent two releases are absolutely amazing and deserve to be best-sellers.

The first bust is LTC B. Vandervoort in 100mm. The kit comprises 17 resin parts. All parts provide fittings for easy assembling.

The second bust is Lord Lovat and is also in 100mm. The kit is composed by 14 resin parts and like the first one, the parts provide fittings for the assembling.

Both figures represent major characters from D-Day. Vandervoort was promoted to lieutenant colonel on 1 June 1944 and he was the Commanding Officer of the 2nd Battalion, 505th PIR, during the airborne landings in Normandy. Vandervoort led his battalion in defending the town of Sainte-Mère-Église on 6 June in "Mission Boston", despite having broken his ankle on landing. Vandervoort was portrayed by actor John Wayne in the film version of Cornelius Ryan's history of D-Day, The Longest Day.

Lovat was the Commander of the 1st Special Service Brigade on D-Day. Lord Lovat's brigade was landed at Sword Beach during the invasion of Normandy on 6 June 1944. Lord Lovat reputedly waded ashore wearing a white jumper under his battledress, with "Lovat" inscribed into the collar, while armed with a .45-70 Winchester underlever rifle. (The latter claim has not been verified and is disputed; however, in some earlier pictures y/1942 he is seen with a bolt-action .30-06 Winchester M70 sporting rifle).

Lord Lovat instructed his personal piper, Bill Millin, to pipe the Commandos ashore in defiance of specific orders not to allow such an action in battle. When Private Millin demurred, citing the regulations, he recalled later, Lord Lovat replied: "Ah, but that's the English War Office. You and I are both Scottish, and that doesn't apply."

Both figures are presented in a medium size box and, once opened, we will find all the parts extremely well packed and a certificate of authenticity as also a brief history.

The resin casting is flawless and the fit absolutely stunning. All the fittings have "positive" and "negative" parts, so the assembling will be extremely fast and precise.

The surface detail must be seen to believe and all the different textures are achieved. All the details are there and even the smallest ones were not forgotten. I must confess that I only saw some of the smaller details when I made zoom-in in the pictures I made for this review.

Both busts are limited editions of 200 units and every item is numbered.

In conclusion, these two busts are amazing and highly recommended. Being limited editions and high quality, do not wait until tomorrow. Buy yours now - you will not regret it.

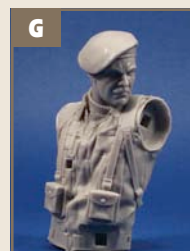
Please note that when you buy the Lovat's bust, 5% of your purchase will be donated to the Royal Marines Museum. In the case of Vandervoort bust, 5% goes to Portuguese Military Museum. This is a nice touch from RP Models.

Highly Recommended.

Thanks to RP Models for the samples

<http://rpmodels.pt/shop/index.php>

José Brito



- A. The parts are covered by a warranty.
- B. Full history is also included.
- C. Lord Lovat resin parts.
- D. The torso of the Vandervoort bust.
- E. Detail parts for Vandervoort. Casting quality is superb.
- F. The parts are keyed to fit precisely.
- G. Lord Lovat during test fitting.



ITALERI

1:9 SCALE WLA 750 (HARLEY-DAVIDSON • KIT NO. 7401)

Another blast from the past sees the light of day again thanks to Italeri re-releasing the ex-ESCI 1:9 scale Harley-Davidson WLA 750 kit from the mid-1970s.

The WLA is a Harley-Davidson motorcycle that was produced to US Army specifications in the years during and around World War II. It was based on an existing civilian model, the WL, and is of the 45 solo type, so called due to its 45-cubic-inch (740 cm³) engine displacement and single-rider design. The same engine, in a slightly lower state of tune, also powered the three-wheeled Servi-Car (the "G" family), leading to the "solo" distinction.

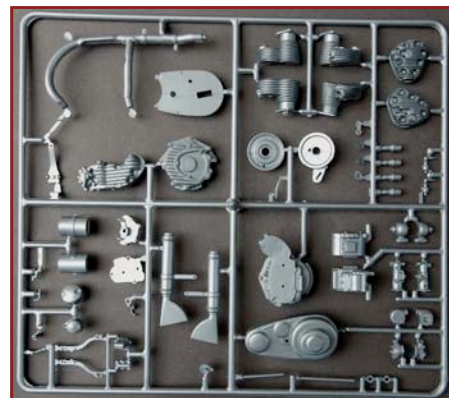
The US Army used motorcycles for police and escort work, courier duties, and some scouting, as well as limited use to transport radio and radio suppression equipment. Allied motorcycles were almost never used as combat vehicles or for troop mobility, and so were rarely equipped with sidecars as was common on the German side. Nevertheless, the WLA acquired the nickname "Liberator", since it was seen ridden by soldiers liberating occupied Europe.*

The Italeri kit comes in a large box with all parts

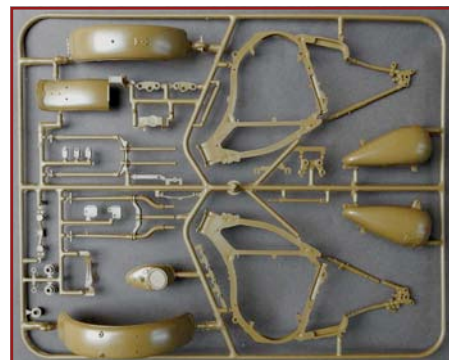
sealed in one plastic bag. The main bike parts come on four sprues, with a metallic coloured one for the engine, clear parts for the windshield & headlights and a black soft plastic one containing the seat, drive belt & other fittings. Also included is a pair of rubber tyres, metal springs for the articulated front fork and some vinyl pipe for the cabling, lengths of which are called out in millimetres in the instructions.

Despite their age, the parts have minimal flash on them although there are a few visible knock-out pin marks. Notwithstanding its size, the parts count is quite low so this would be ideal for an inexperienced modeller with a few kits under their belt to tackle. The kit provides one set of markings only and that represents a typical headquarters courier and, looking at the odometer, low mileage on the clock as well!

I have not yet put this one together, but if you do an Internet search there are some fantastic built up examples plus some excellent restorations that you can use for reference. The main areas of care that I can see are in the assembly of the front fork and the joining together of the two-part frame. There



Engine parts



The main frame halves.

are many sub-assemblies and, being a bike, bits that go under, over and around other parts. This one will therefore need everything test-fitted and cleaned up before you proceed to the next step. The instructions are busy but well laid out - just study them carefully, plan ahead and take care. This kit looks superb straight from the box although its scale gives great opportunity to enhance the model with more detail as required. Having never measured a real one I cannot comment on its accuracy, but the ESCI kits were very good in their day and still look good now. It is great to see it back on release and it gets a highly recommended from me.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

Graham Tetley

*Historical summary courtesy of Wikipedia https://en.wikipedia.org/wiki/Harley-Davidson_WLA



Detail on the drive chain.



We appear to be missing the 'Harley' logo.



Tyre tread detail.



Marking options.



Ever fancied a Thompson in large scale?



Close up of the wheel spokes.



Vroom Vroom!

WHAT'S THIS MULTI TASKING CAPER ALL ABOUT THEN?

As a general rule, slow modellers like me don't multi-task well. If we do, the different sequences within the process happen slowly - so slowly in fact, it's difficult to notice if I'm doing anything at all.

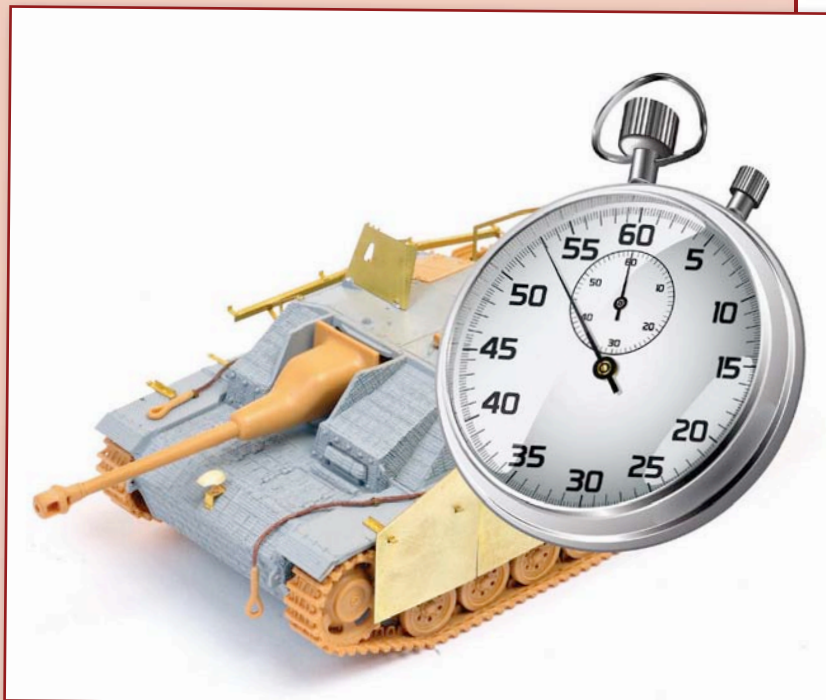
If you read any modelling article you may come to the conclusion that these guys complete these models in a weekend sitting. It seems that everything is expected to be done fast, from assembly to painting. If we can't keep up, well you're not multi-tasking at all well.

Here's how it works for me. Time frames are essentially different. A safe rule of thumb is, add 60 minutes. A good multi-tasker will take a few minutes for any particular task. For me, this equates to adding 60 minutes or more. An hour or two may take me a whole afternoon! This became abundantly clear when I was doing my home renovations, which I'm still doing by the way. I clicked on to those various YouTube videos that describe in detail how to do a particular task. The problem with the guys that present these pieces (apart from being great multi-taskers) in a manner that make it look easy! When it comes to doing it yourself it seems to be a whole lot harder and takes so much longer. What's the secret? Well, they multi-task behind camera! Basically they multi-task well.

To be honest I don't really care. If I wanted a model done fast (or anything for that matter) I'd just go out and buy it. Some of the best things in life can and often have a slow gestation. Fine wines are but one example. I agree this multi-tasking thingy is a great skill to have, and some do it particularly well, but I just can't seem to make it work for my modelling.

I'm more of "one-step-at-a-time" type of guy. How about you?

Until Next Time from Mr Plodder
Luke Pitt



DUST STUDIOS

"WILHELM" NDAK TANK COMMANDER • D48025

This little figure from Dust Studios is an absolute cracker. Not only is it the correct scale and size, but it is compatible with other resin manufactures figures such as Evolution, Stalingrad or Corsar Rex.

The figure is cast in just three pieces and come with alternative heads. The uniform details are handled well with features like the lace up desert boots rendered to a high standard. In comparison to other high range resin figures already mentioned, this figure looks a little thin but well within an acceptable range.

If you require an Afrika Korps Tank Commander for one of your builds you really can't go past this figure. It is very well done. Highly Recommended.

Dust Models products may be purchased from their website www.dust-models.com

Luke Pitt



MIKR MIR

BTR-60PB • KIT 48-012

The Soviet BTR-60PB entered production in 1964 and was the most successful version of the BTR-60 family of vehicles. It used a new turret with a 14.5 mm KPVT heavy machine gun.

The main weakness of this version, and indeed the whole BTR family of vehicles, was its thin side armour that has proven to be vulnerable to close-quarter ambush attacks even with small arms fire.

It is pleasing to report that Mikr Mir has now released a 1:48 scale kit of this important Soviet type.

When opening the box I was taken back by the large size of the vehicle. The kit consists of a hundred or so injected plastic pieces, eight vinyl tyres and a small photo-etched fret.

The plastic pieces are pretty good for a low run plastic kit and show a lot of very nice detail on them. The fit of the upper and lower hulls is almost flawless with little or no filler needed there. All of the hatches are moulded shut but could be opened up quite easily. The basic dimensions of kit scale out quite well with only minor variations apparent when check against my reference sources.

Unfortunately, the road wheels have a major flaw that is readily apparent when viewing photos of the real vehicle. The outer hub is too large in diameter which in turn has had a flow-on effect onto the inner hub, which again is too large, causing the whole wheel assembly to look wrong. Generally when reviewing faults of this type I would try an offer a solution but in this case I can't. The gating item here is the tyre itself. If the tyre had the correct sidewall depth one could scratch build new hubs. In this case, the material chosen for the tyre itself is vinyl and therefore impractical to modify.

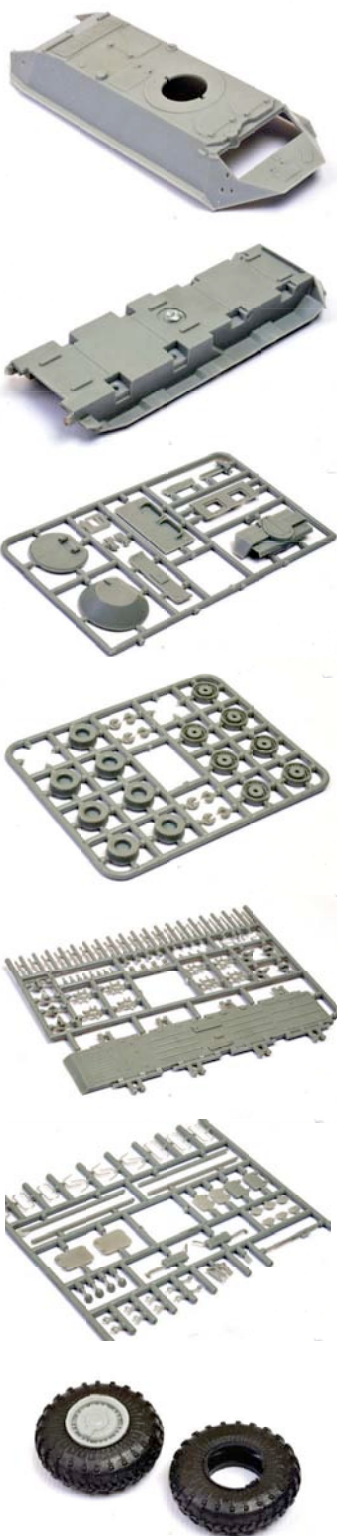
The instructions are quite good and offer a precise guide on where all the parts are located; six marking choices in a variety of paint schemes are included with a large and well printed decal sheet.

Overall this is an honest and worthwhile kit of the BTR-60, only let down by inaccurate wheels. It is my hope that some aftermarket company (Hauler or DEF please heed the call) will see fit to release a replacement set off wheels for this kit as it has a lot going for it otherwise.

Recommended.

Thanks to George from Hobby-Terra for the sample <http://hobbyterra.com>

Luke Pitt



CORSAR REX

WAFFEN SS SOLDIER STANDING WITH MACHINE GUN. ITEM NO. CR-48020

WAFFEN SS SOLDIER STANDING WITH HANDS ON HIPS. ITEM NO. CR-48021

Corsar Rex is one of the three resin figure manufactures that have taken the leap down to 1:48 scale. I for one am grateful for their efforts.

These two figures are basically every bit as good as anything in 1:35 scale or perhaps even 120mm.

The figures presented for review are Germans in reversible cold weather gear in standing poses that come in a stout yellow and blue box with a colour photo of the figures on the box tops.

Both the figures are very well cast with no bubbles or flaws in evidence. All the figures are basically cast as a torso and head with the arms as separate items. The facial details, which can make or break any figure, are very well done and are a credit to the sculptor involved. The uniform details are crisp as are the fabric folds. The weapons are done very nicely and scale out well.

The figures themselves scale out at around 5' 9" or 10" in the Imperial scale and are acceptable in height and bulk.

These figures should have a variety of uses and are most welcome. We can only hope Corsar Rex will continue with this range of figures and hopefully add some Allied subjects in future.

Highly Recommended.

Thanks to Corsar Rex for the samples www.corsarrex.com

Luke Pitt



HAULER

OPEL BLITZ UPGRADE • ITEM NO. HLX48366

Pz.38 (T) AUSF. E/F GRILL SET • ITEM NO. HLX48365

Our friends at Hauler continue to offer we 1:48 scale modellers sensible updates for all the newer releases.

This month, they have a complete photo etch upgrade for Tamiya's most recent release of the Opel Blitz has been sent for review.

Included in this set is a full set of support brackets and tie downs for the rear cargo bed, a lovely tool box that can be modelled in the open position if so desired, tool support clamps, dashboard with photo negative instruments and various other nick knacks to complete this package.

This set goes a long way to addressing the sometimes overly thick kit supplied parts. I particularly like the Opel Blitz badge for the front of the grille work.

The second set for review this month is the engine grille work the 38 (t) range of vehicles. Although labelled for the Ausf. E/F versions, these could also be happily used for all the assorted versions of the 38 (t) like the Hetzer for instance.

Highly Recommended.

Thanks to Hauler for the samples www.hauler.cz

Luke Pitt

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

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Next Issue

On sale 5th May, 2016

LITTLE FERDINAND

Brett Green builds Tamiya's brand new 1:35 scale Su-76M, and we also offer a Think Tank reference article on this important Soviet SPG.



BLACK EAGLE

Rafal Bulanda presents a new Feature Article on his largely scratch built 1:35 scale Object 640 Black Eagle.



FOR YOUR SAFETY



Don't forget, when using solvents such as glues, paints, thinners and cleaning agents, always ventilate your work area thoroughly and wear a face mask.

When using power tools, side cutters or any tool that can suddenly break or create high-speed airborne particles, wear approved eye protectors with hard, clear lenses. Please always model in safety!

...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!



ITALERI LINCÉ

Andy King does a straight-from-the-box build of Italeri's 1:35 scale Lince

STUBBORN MAULTIER

Dan Moore upgrades Tamiya Sd.Kfz.4/1 Panzerwerfer 42.



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The Last Post...



PANZER RISING

The Leopard was the first post-WWII tank developed in West Germany (as it was known then) to replace the American built M47s and M48s that were in service with the Bundeswehr at that time and which were rapidly becoming obsolete. The project began as a joint German and French collaboration in 1956 (the French later pulled out and went their own way). The first Leopards were delivered in 1966 after which other countries such as Belgium, The Netherlands, Denmark etc. chose to buy the tank.

This particular Leopard is of the first or second batch that entered service in 1966 and in the box you get nine sprues moulded in grey styrene, one-piece vinyl tracks, a length of wire for the antennas and a small decal sheet. Surprisingly for a brand new tooling there is some flash present and prominent mould-seams, especially around the rear turret basket parts. Also on some of the smaller parts such as the towing hooks there are some slight sink marks which may show up under a coat of paint.

The level of detail is pretty good overall, such as the cast texture of the turret, the anti-slip tread pattern on the front fenders and the canvas cover for the gun mantlet is well rendered however some parts have been simplified such as the periscopes. Although these are separate they are moulded in grey styrene and clear parts would have been much more preferable. Also, the engine deck grill is solid and while Revell have had a good go at the tool clamps they do need some refining. The main gun is split vertically and will require some careful clean up to avoid 'flat-spotting' it.

The worst parts of the kit are the vinyl tow cables (just bin them) and the tracks, which is a real shame as the actual detail such as the guide horns is very well done, it's just that the mould pin marks and sprue attachment points on the inside that will be very difficult to remove (although superglue might work to fill the pin marks) and there are some sink marks

and moulding defects on the track pads outside.

The hull is made up from five pieces which can be tricky to glue together and get square although Revell do include a bulkhead which should help. The suspension swing-arms, while separate from the hull are moulded solid and will require some surgery should you wish to depict the model on rough ground. There are differences in detail between the four options and these start right at the beginning with the rear hull plate, fortunately it's made clear what goes where throughout the instructions.

The four options are for two West German Leopards (two different units), one Belgian and one Dutch Leopard. Because of the time frame all vehicles are overall green although I'm pretty sure further research will turn up some Leopards in a winter finish.

This one has a lot of potential as the basic kit is an excellent starting point for further work and has the advantage of a very low RRP. While the tracks are disappointing, aftermarket replacements for the early Diehl 139E2 type may be found via Perfect Scale Modellbau and finding or making your own clear periscopes shouldn't be too difficult either. At the time of writing there isn't a dedicated photo-etched set available for this kit but no doubt it won't be too far away.

Highly recommended and watch for a full build review soon! ■

Graham Tetley

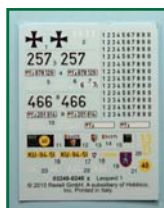
Thanks to The Hobby Company Limited for the review sample www.hobbyco.net



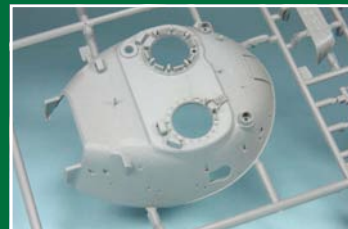
The tracks.



Kit decals.



The one-piece upper hull.



Nicely detailed upper turret shell.



Latch detail on the bustle stowage box.



Cast texture on the mantlet.



Impressive moulded mesh on the engine deck.



Alternative rear panels.



The second rear panel.



Lovely detail on the drive sprocket.

REVELL 1:35 LEOPARD I • KIT NO. 03240

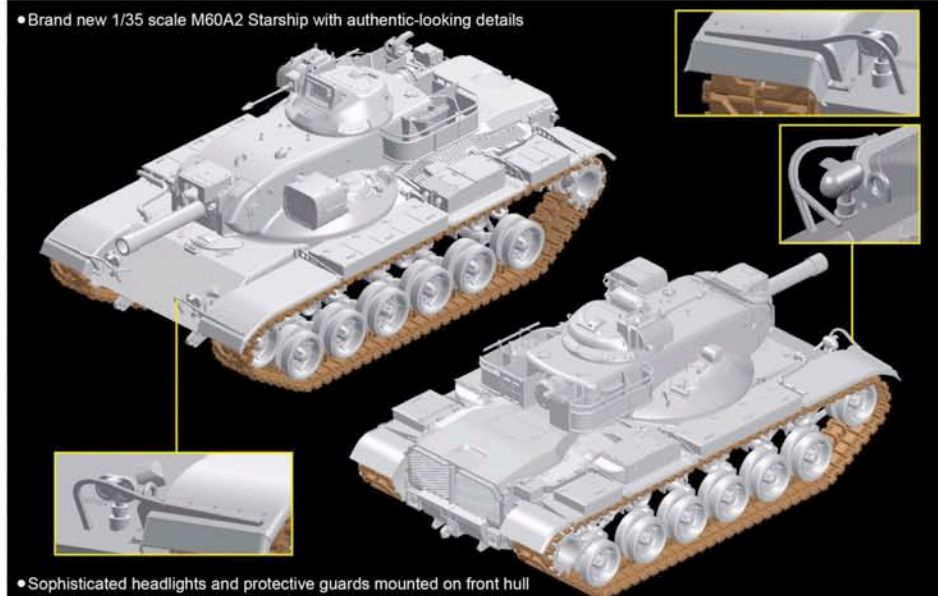
History via Wikipedia and other internet sources <http://www.perfect-scale.de/en/www--perfect-scale-de-4/Leopard-I-Track-Diehl-DI39-E2.html>



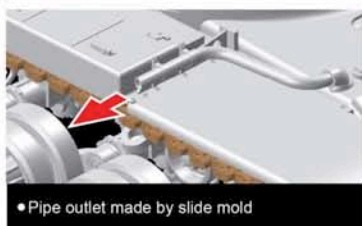
1:35 MODERN AFV SERIES

M60A2 STARSHIP

- Brand new 1/35 scale M60A2 Starship with authentic-looking details



- Sophisticated headlights and protective guards mounted on front hull



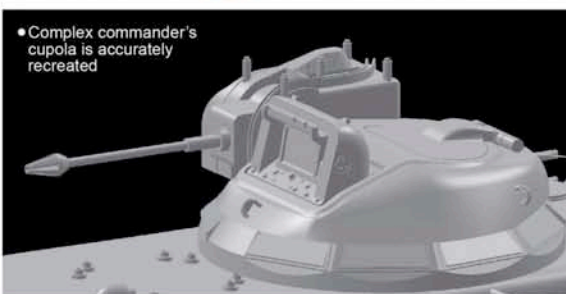
- Pipe outlet made by slide mold



- Correctly shaped smoke launcher, including its rear surface



- Fender storage boxes correctly and sharply made



- Complex commander's cupola is accurately recreated



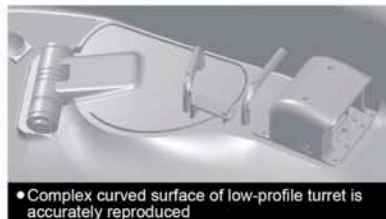
- Rear part of turret is correctly done with various stowage racks



- Suspension arms and associated details well represented



- Finely detailed searchlight on turret



- Complex curved surface of low-profile turret is accurately reproduced



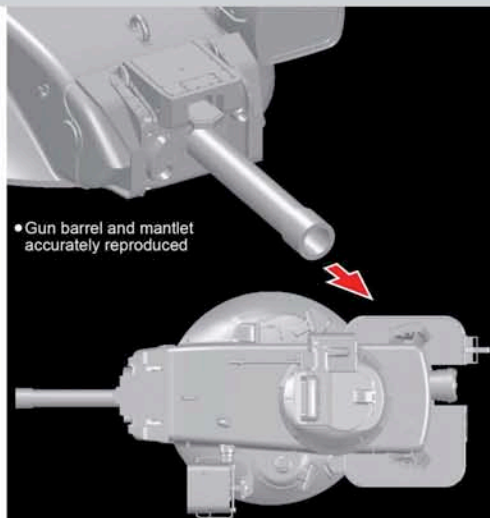
- Extremely well-detailed road wheels
- Road wheels made from separate parts for utmost level of detail



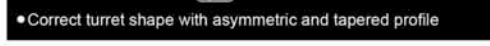
- Exhaust muffler box has crisp details



- Detailed one-piece DS tracks



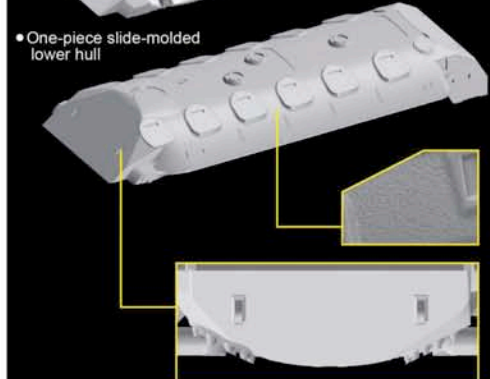
- Gun barrel and mantlet accurately reproduced



- Correct turret shape with asymmetric and tapered profile



- One-piece upper hull made by slide mold

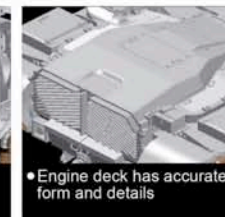


- One-piece slide-molded lower hull

- Rounded hull bottom is perfectly contoured



- New armor housing for compressed air tanks (used to clean gun tube)



- Engine deck has accurate form and details



- Vision ports for driver made from clear parts

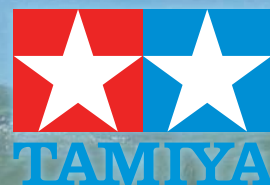
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Marked for Success

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Length: 95mm Width: 48mm

**1/48
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